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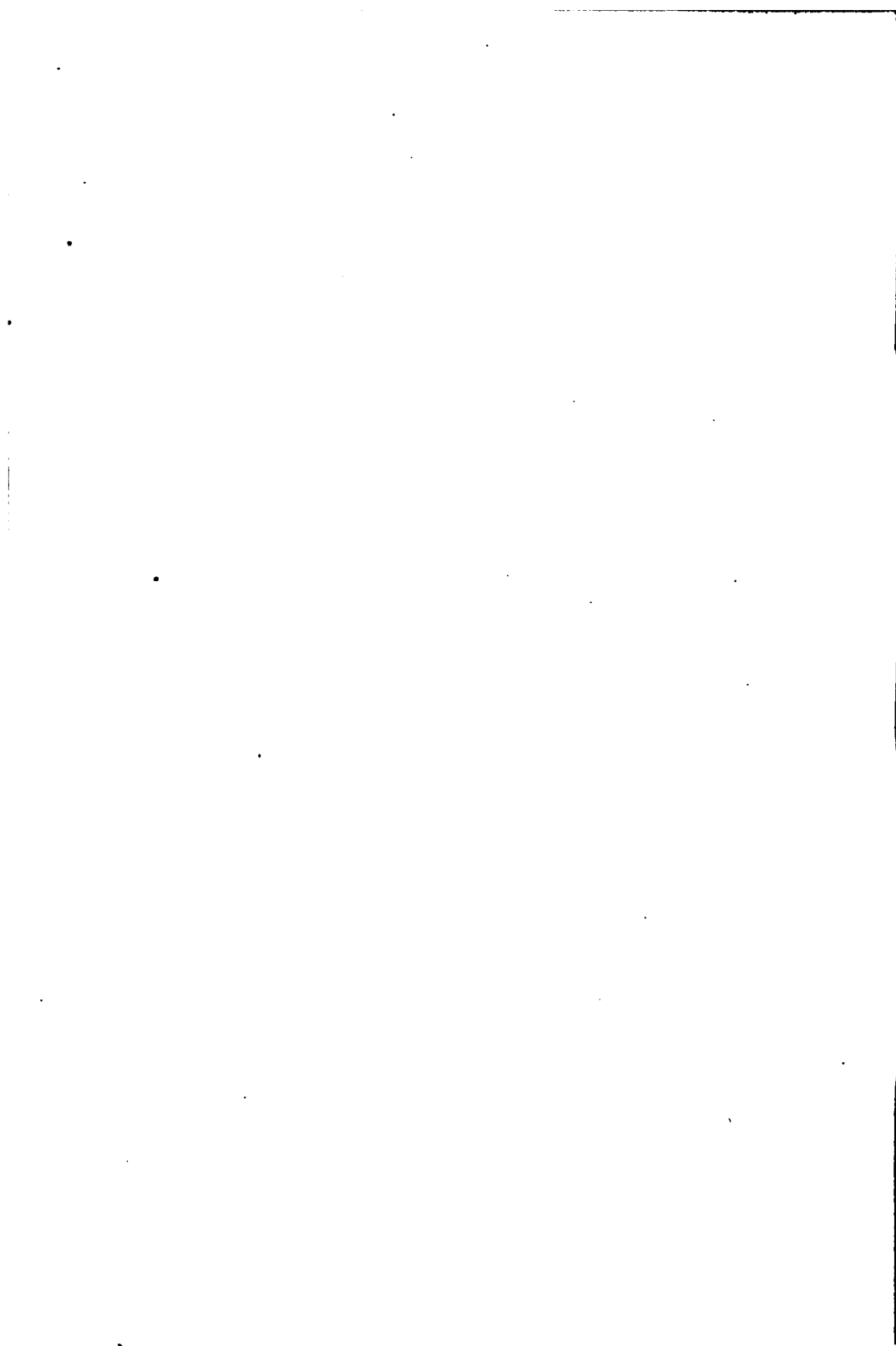
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Public Documents of Massachusetts:

BEING THE

ANNUAL REPORTS

OF VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1898.

PUBLISHED BY THE SECRETARY OF THE COMMONWEALTH.

Vol. V.

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THIRTIETH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1899.

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Commonwealth of Massachusetts.

RAILROAD COMMISSIONERS.

JOHN E. SANFORD, Taunton, *Chairman*, . . Term expires July 1, 1900.
GEORGE W. BISHOP, Newtonville, . . . Term expires July 1, 1901.
HERSEY B. GOODWIN, Cambridge, . . . Term expires July 1, 1899.

WILLIAM A. CRAFTS, Boston, *Clerk*.
FRED E. JONES, Brookline, *Accountant*.
GEORGE F. SWAIN, Boston, *Bridge Engineer*.
WILLIAM J. McCULLOUGH, Boston, *Assistant Clerk*.

RAILROAD INSPECTORS.

DANIEL M. WHEELER, Worcester, . . . Term expires October 1, 1900.
GRAFTON UPTON, Boston, . . . Term expires October 1, 1899.
CHARLES E. PAIGE, Lowell, . . . Term expires October 1, 1901.

OFFICE, NO. 20 BEACON STREET, BOSTON.

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COMMISSIONERS' REPORT.

Part 1.

RAILROAD CORPORATIONS.

1

2

3

Commonwealth of Massachusetts.

The Board of Railroad Commissioners respectfully submits its Thirtieth Annual Report.

MASSACHUSETTS RAILROAD CORPORATIONS.

Forty-six railroad corporations, whose roads are located wholly or in part within the limits of this State, have made the annual returns required by law for the year ending June 30, 1898.

The Fall River, having been consolidated with the Old Colony in September, 1896, and the Southbridge, Sturbridge & Brookfield, having abandoned the building of its projected road and been dissolved as a corporation by decree of court in January last, disappear from the list of companies.

This makes the number of railroad corporations two less than in the last report.

The Chester & Becket has entered into a contract with the Boston & Albany for the operation of its road by the latter company for the term of ten years from January 1, 1898.

The New England has been leased to the New York, New Haven & Hartford for the term of ninety-nine years beginning July 1, 1898. As the lease did not take effect until the close of the last fiscal year, the New England has made its usual annual return and appears in this report as an independent company.

Of the forty-six corporations making returns as above, only twelve were engaged in actual railroad operation. A portion of these twelve companies also operated under lease or contract the roads of the other thirty-four companies. Five of the twelve operating companies — the Boston & Albany, Boston & Maine, Fitchburg, New England, and New York, New

Haven & Hartford — operated over 97 per cent of the railroad mileage, and conducted nearly 99 per cent of the entire passenger and freight traffic, covered by this report.

RAILROAD MILEAGE.

There was an increase the last year of 5.770 miles in the length of railroad line located in this State. The Chester & Becket, a new road completed during the year, accounts for 5.270 miles of this increase, and there was a gain of .500 mile by extension or remeasurement. An addition of 2.260 miles of third main track, and of 34 050 miles of side track, was also made to the existing roads within the State.

There are now in Massachusetts 2,107.630 miles of main and branch railroad line. There are besides 923.167 miles of second, third and fourth main track, and 1,305.717 miles of side track — making the total length of railroad track within the State 4,336.514 miles. The following table gives the length of railroad line and track in this State, June 30, 1898, as compared with the previous year: —

Railroad Mileage in Massachusetts, 1897 and 1898.

RAILROAD MILEAGE.	1897.	1898.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,101.860	2,107.630	5.770
Length of second track, . . .	859.127	859.127	—
Length of third track, . . .	33.110	35.370	2.260
Length of fourth track, . . .	28.670	28.670	—
Length of side track, . . .	1,271.667	1,305.717	34.050
Total, reckoned as single track,	4,294.434	4,336.514	42.080

Mileage Owned.

The total length of railroad line *owned* by the Massachusetts companies, *in* and *out* of the State, is 3,612.210 miles; and the total length of railroad track so owned, is 7,129.694 miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1898, and the increase over the previous year, are stated in the following table: —

Mileage Owned by Massachusetts Companies, 1897 and 1898.

MILEAGE OWNED.	1897.	1898.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	3,516.320	3,612.210	95.890
Length of second track, . . .	1,271.247	1,278.527	7.280
Length of third track, . . .	91.770	94.080	2.260
Length of fourth track, . . .	87.330	87.330	—
Length of side track, . . .	1,987.127	2,057.597	70.470
Total, reckoned as single track,	6,953.794	7,129.694	175.900

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the State, including roads operated under lease or contract as well as roads owned, is 4,747.650 miles; and the total length of track so operated, is 8,828.574 miles—as shown in detail, with the increase for the year, in the next table:—

Mileage Operated by Massachusetts Companies, 1897 and 1898.

MILEAGE OPERATED.	1897.	1898.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	4,744.390	4,747.650	3.260
Length of second track, . . .	1,356.387	1,364.367	7.980
Length of third track, . . .	103.800	108.660	4.860
Length of fourth track, . . .	99.360	100.610	1.250
Length of side track, . . .	2,450.207	2,507.287	57.080
Total, reckoned as single track,	8,754.144	8,828.574	74.430

A comparison of the foregoing tables will show that of the 3,612 miles of railroad line *owned* by Massachusetts companies, 1,504 miles are outside the State; and of the 4,748 miles *operated*, 2,640 miles are outside the State. In other words, about two-fifths of the total mileage *owned*, and more than one-half of the total mileage *operated*, by the companies whose business is covered by this report, are located in other States.

COST AND CAPITAL INVESTMENT PER MILE.

The roads of the Massachusetts companies are all of the standard gauge of four feet eight and one-half inches, with the exception of three roads whose gauge is three feet. The aggregate length of the narrow-gauge roads is 46.70 miles, of which 29.92 miles are located in this State.

The average cost of construction of standard-gauge road, as it stands on the books of the companies, is \$79,206.71 per mile of road owned, and the average cost of equipment is approximately \$8,017.14 — making together \$87,223.85 per mile. The average cost of construction of narrow-gauge road is \$40,803.55 per mile, with \$6,052.63 for equipment — or a total of \$46,856.18 per mile.

In reckoning or comparing cost per mile, the length of second, third and fourth main track should be taken into account. The following table gives the average cost of construction and of equipment per mile of *road* owned, and also per mile of *main track* owned, including the cost but not the length of side track, for roads of each class, as returned by the companies at the close of the last two years: —

Cost of Construction and Equipment, June 30, 1897 and 1898.

CONSTRUCTION AND EQUIPMENT.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	1897.	1898.	1897.	1898.
<i>Standard-Gauge Roads.</i>				
Cost of construction, .	\$79,137 43	\$79,206 71	\$55,916 64	\$56,303 45
Cost of equipment, .	8,142 43	8,017 14	5,753 25	5,698 92
Totals, . . .	\$87,279 86	\$87,223 85	\$61,669 89	\$62,002 37
<i>Narrow-Gauge Roads.</i>				
Cost of construction, .	\$40,802 68	\$40,803 55	\$33,905 43	\$33,906 15
Cost of equipment, .	6,667 72	6,052 63	5,540 62	5,029 50
Totals, . . .	\$47,470 40	\$46,856 18	\$39,446 05	\$38,935 65

In the next table the cost of construction and equipment, and also the *capital investment* (amount of outstanding capital stock and net debt), per mile of road and per mile of main

track, are given for each of the five leading standard-gauge roads, as ascertained from the returns of the companies owning the same, June 30, 1898:—

Cost and Capital Investment per Mile (Five Roads).

RAILROADS.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	Construction and Equipment.	Capital Investment.	Construction and Equipment.	Capital Investment.
Boston & Albany, . . .	\$98,420	\$104,574	\$54,006	\$57,382
Boston & Maine, . . .	99,800	121,274	70,778	86,007
Fitchburg, . . .	111,194	122,604	86,943	95,865
New England, . . .	110,021	114,858	83,152	86,804
N. Y., N. H. & Hartford, .	140,131	163,166*	76,245	88,778
Averages, . . .	\$113,085	\$126,973	\$78,929	\$83,008

* Not including capital stock issued in exchange for stocks of leased lines.

REVIEW OF THE YEAR.

Detailed and summary statements of the business operations and financial results of the last fiscal year, for each of the companies and for all of them combined, will be found on subsequent pages of the report.

The last year showed upon the whole some improvement over the preceding year in the traffic and revenues of the Massachusetts companies. There was a gain of \$1,664,762 in gross earnings from operation, of \$187,178 in net earnings from operation, and of \$55,370 in the income from other sources. The net divisible income was \$355,980 larger than the year before, while the amount of dividends declared was greater by only \$76,464; and a deficit of \$55,150 for the year 1897 was changed into a surplus of \$224,364 for the year 1898.

Volume of Passenger and Freight Traffic.

The improvement in the earnings of the companies was, however, wholly in the department of freight service. As compared with the preceding year, there was an increase of 2,062,308 in the number of tons of freight hauled, and of \$1,690,271 in total freight revenue. In the passenger department, on the contrary,

Volume of Traffic and Revenue of Massachusetts Railroads in 1897 and 1898, as compared with 1893.

SOURCES OF REVENUE, ETC.	1893.		1897.		1898.	
	Totals.*	Percentage.	Totals.	Increase or Decrease from 1893.	Totals.	Increase or Decrease from 1898.
Passengers carried, . . .	121,807,945		102,743,890	-19,064,055	101,940,722	-19,867,223
Passenger mileage, . . .	1,793,588,541		1,674,175,174	-119,413,367	1,678,640,940	-114,947,601
Passenger revenue, . . .	\$36,652,444		\$34,745,628	-\$1,906,816	\$34,680,057	-\$1,972,387
Tons of freight hauled, . .	35,318,640		33,276,416	-2,042,224	35,388,724	+20,084
Freight mileage, . . .	2,529,251,452		2,821,770,240	+292,518,788	3,022,770,499	+493,519,047
Freight revenue, . . .	\$35,753,771		\$36,514,713	+\$760,942	\$38,204,984	+\$2,451,213
Gross earnings, . . .	\$73,413,900		\$71,934,773	-\$1,479,127	\$73,599,534	+\$185,634
Operating expenses, . . .	51,285,776		49,413,299	-1,872,477	50,890,383	-391,393
Net earnings, . . .	22,128,124		22,521,474	+393,350	22,708,651	+580,527
Total income, . . .	\$78,901,882		\$79,086,276	+\$184,394	\$80,806,407	+\$1,904,525
Total expenditures,† . .	77,725,677		79,141,426	+1,415,749	80,582,043	+2,856,366
Surplus for the year, . .	1,176,205		\$ 55,150	-1,231,355	224,364	-951,841

* The totals for 1893 include the traffic and revenue of the Concord & Montreal, since leased to the Boston & Maine.

† Including dividends paid. & Deficit.

there was a falling off of 803,168 in the number of passengers carried, and of \$65,571 in passenger revenue.

The persistent decline in passenger traffic since 1893 was considered at some length in the last report. Including the shrinkage of the last year, it now appears that in the five years since 1893 the Massachusetts companies have suffered a loss of 19,867,223 in annual number of passengers, and of \$1,972,387 in annual passenger revenue.

The average passenger fare, 1.78 cents per mile, was as low as in any previous year. The average freight rate per ton mile was reduced the last year from 1.25 to 1.22 cents — the lowest point hitherto reached on the roads of this State.

Dividends.

The average rate of dividend declared the last year on the total outstanding capital stock was 5.64 per cent as against 5.60 per cent the preceding year. The average rate on the capital stock of the thirty-four dividend-paying companies, amounting to \$179,580,467,* was 6.46 per cent as against 6.43 per cent the year before. Twelve companies, with an aggregate capital stock of \$26,186,040, paid no dividends.

It is interesting to observe that the average dividend rate on the capital stock of the leased roads was 6.42 per cent, while that on the capital stock of the lessee or operating roads was only 5.33 per cent. This difference of dividend rate in favor of the leased roads appears to be growing from year to year. If the outstanding leases were to be made anew in the light of more recent experience, the stipulated rental would doubtless in some cases be reduced.

Growth of Traffic before and since the Panic of 1893.

The table on the preceding page furnishes the data for a detailed comparison of the last two years with each other, and also with the year 1893, the last year of prosperous railroad growth. In the period of five years ending June 30, 1893, there was an increase in the annual gross earnings of the Massachusetts companies of \$17,215,895, or over 32 per cent. In

* Including common stock, on which in the case of two of these companies no dividend was paid.

the last five years ending June 30, 1898, their annual gross earnings, as seen in the table, have increased only \$185,634, or one-quarter of one per cent. In other words, there has been during the period of five years since 1893 no substantial growth in the business of the companies as measured by their annual gross earnings from operation; and for most of these years there has been a heavy shrinkage in traffic and revenue as compared with the year 1893.

Notwithstanding the remarkable change during this latter period in the conditions and results of railroad operation, our Massachusetts companies have as a rule not only continued to maintain their accustomed standards of construction and equipment and the excellence of their service, but have had the courage and enterprise to undertake extraordinary improvements in station and terminal facilities, in the elimination of grade crossings, and in other permanent additions to their plants, involving in the aggregate the outlay of many millions of dollars. In spite of diminished revenues and suspended growth of traffic, they appear by conservative management and economies of operation to have gained rather than lost in financial strength and credit; and their stocks and securities, as indicated by current market values, have never as a whole stood higher than now in the confidence of the investing public.

During the last half century there have been but two other periods of severe and protracted depression in the business and earnings of the Massachusetts railroad companies. One of these commenced in 1857 and the other in 1873.* Each of them lasted about six years, including the time of decline and full recovery, and each was followed by a prolonged period of prosperous and rapid growth in traffic and revenue. We may venture to hope if not to predict that such will be the outcome of the depression which began with the panic of 1893.

THE NEW ENGLAND RAILROAD LEASE.

The most important event of the last year, as affecting the organization of the railroad systems of the State, was the lease of the New England Railroad to the New York, New Haven & Hartford Railroad Company. The Board had repeatedly recommended a lease or other consolidation of the two roads

* See 26th Annual Report, January, 1896, pages 9-13.

under one corporate management, as tending to a better utilization of the properties of both companies and as seeming under the existing circumstances to be clearly in the interest of the public. Such union was expressly sanctioned at the last legislative session by chapter 399 of the Acts of 1898, entitled "An Act to authorize the New England Railroad Company to lease its railroad to the New York, New Haven & Hartford Railroad Company." It had been supposed that serious difficulty might be found in adjusting the terms of a lease that would be acceptable to the holders of all the securities of both corporations; but the conflicting views and interests of the parties proved to have been so successfully harmonized by negotiation and concession that no opposition was made to the passage of the empowering act in the legislature, nor to the approval of the conditions of the lease at the meetings of stockholders called for that purpose.

The only stipulation in the lease for the payment of rent is the following:—

And the Lessee covenants to pay as rent hereunder to each holder of record of the preferred stock of the Lessor the sum of one dollar on each of his shares on the last secular days of October, February and June in each year; the first payment to be made on the last secular day of October, 1898.

This clause, which provides for the payment of no rental or dividend to the holders of the common stock of the lessor company, states merely the nominal consideration of the lease. The real consideration is an exchange of shares on the terms set forth in a supplemental indenture bearing even date with the lease, entered into by the lessee corporation with parties representing or acting for the benefit of all the common and preferred shareholders of the lessor, the material part of which indenture is as follows:—

Whereas, by the terms of a certain lease, which has been agreed to by the party of the first part,* the payment of a rental of three dollars per share upon each share of the preferred stock of said New England Railroad Company is provided; and

Whereas, said lease is about to be presented to the stockholders of the New England and of the New Haven Railroad Companies for approval;

* That is, the party representing the New England stockholders.

It is hereby agreed that if this lease shall be legally authorized and duly approved, the New York, New Haven & Hartford Railroad Company, as the Lessee named in said lease, covenants that as soon after the first day of July, 1898, as it lawfully may, it will offer to issue in the proportion of one share of its own capital stock in exchange for five shares of the common capital stock of the Lessor then outstanding, and in the proportion of one share of its own capital stock in exchange for two shares of the preferred capital stock of the Lessor then outstanding, and will give notice thereof by mail to each stockholder of record of the Lessor; and after said exchange shall be thus offered to the stockholders of the Lessor, upon the assignment to the Lessee of the shares of the capital stock of the Lessor or any multiple thereof in the proportions above stated, and the surrender of the certificate or certificates thereof, the Lessee will, prior to January 1, 1900, whenever its stock transfer books are open, issue to the owner of said shares in exchange therefor a certificate for a proportionate number as above provided of shares of the capital stock of the Lessee. And the New York, New Haven & Hartford Railroad Company further agrees to deliver with each share of its capital stock so issued in exchange for two shares of the preferred capital stock of the New England Railroad Company, the sum of four dollars and fifty cents whenever said exchange shall be made prior to the first day of January, 1899.

Express provision was made in the act authorizing the lease for an exchange of stock of the lessor for stock of the lessee, so that there can be no question as to the legality of this feature of the lease. The outstanding capital stock of the lessor consisted of 200,000 shares or \$20,000,000 of common stock, and of 50,000 shares or \$5,000,000 of preferred stock. Up to January 1, 1899, there have been exchanged 197,630 shares of New England common stock for 39,526 shares of New Haven stock in the ratio of five shares of the former for one of the latter, and 48,756 shares of New England preferred stock for 24,378 shares of New Haven stock in the ratio of two shares of the former for one of the latter; leaving outstanding only 1,368 shares of New England common stock (exclusive of 1,002 shares of common stock owned by the lessee company) and 1,244 shares of New England preferred stock. When these remaining shares shall have been exchanged, as in due time they doubtless will be, the lease will have practically resulted in a consolidation or merger of the two corporations; and the \$25,000,000 of New England common and preferred

stock will have been reduced to \$6,500,000 of New Haven stock.

The terms of the lease, including the conditions of exchange of stock, were made by the act subject to the approval of the Board. Assuming a continuance of the present annual dividend rate (8 per cent) on the stock of the lessee company, the New England stockholders after exchanging their shares would virtually receive an annual dividend of \$1.60 on each share of common stock and of \$4.00 on each share of preferred stock so exchanged. In view of the financial record of the two companies, opinions might well differ as to the justice or propriety of the terms proposed, whether as between the parties or as affecting the public interest. It was evident, however, that no further concession was to be expected on either side, and that no different terms were likely to be agreed upon. Large economies in operation and advantages to the public as well as to the lessee would doubtless result from the joint administration of the two properties. The underlying first mortgage on the New England road, amounting to \$10,000,000, of which \$4,000,000 bears interest at 6 per cent and \$6,000,000 at 7 per cent, will mature January 1, 1905, and, under the auspices of the lessee and with the additional guaranties arising under the lease, may probably be refunded at a rate which will effect a saving of over \$300,000 in the annual interest charge.

For these and other reasons it appeared to the Board that the terms of the lease and of the proposed exchange of shares might fairly be regarded as on the whole reasonable and consistent with the public interest; and they were accordingly approved June 30, 1898. A copy of the lease and order of approval will be found in the Appendix to this report.

RAILROAD CONSOLIDATION.

The New England lease marks another important step in the consolidation or consolidated operation of the railroads of this State. In 1872, as appears in one of the earliest reports of the Board, there were 36 Massachusetts companies engaged in independent railroad operation. This number is now reduced to 11, seven of which are minor or purely local companies, operating altogether less than 106 miles of road in Massachusetts, and only 188 miles in and out of the State.

This leaves but four trunk-line companies, having a terminus in Boston, to do substantially the whole railroad business of Massachusetts and of central and southern New England. The following table shows the remarkable growth in mileage of the four companies referred to, by absorption of other roads and otherwise, during the period of 26 years from 1872 to 1898 : —

Number and Mileage of Operating Companies in 1872 and 1898.

OPERATING COMPANIES.	1872.		1898.	
	Mileage Operated in Mass.	Total Mileage Operated.	Mileage Operated in Mass.	Total Mileage Operated.
Boston & Albany,	211.65	268.28	337.32	398.95
Boston & Maine,	75.00	144.00	547.09	1,715.88
Fitchburg,	83.95	93.32	248.51	457.78
New York, New Haven & Hartford, .	5.88	78.50	884.26	1,991.97
Totals, 4 above companies, . .	376.48	584.10	2,017.18	4,559.58
32 other companies in 1872, . .	1,281.39	1,829.21	—	—
7 other companies in 1898, . .	—	—	105.19	188.07
Totals, all companies, . . .	1,657.87	2,413.31	2,122.37	4,747.65

It appears that the four companies named in the table, which in 1872 operated only 376 miles in Massachusetts and 584 miles in this and other States, now operate 2,017 miles in Massachusetts and 4,560 miles all told. The most remarkable growth is that of the New York, New Haven & Hartford, which now operates 884 miles in Massachusetts as against 6 miles in 1872, and 1,992 miles all told as against 79 miles in 1872. The increase in the mileage of the Boston & Maine is hardly less striking, while the Boston & Albany and still more the Fitchburg show a substantial though relatively smaller growth than the two companies first named.

These figures indicate a practical abandonment of the idea which formerly prevailed in Massachusetts, that competition is the best if not the only safeguard against oppressive railroad charges. In point of fact, the process of consolidation above described has been accompanied by the voluntary reduction,

during the period named, of the average passenger fare from 2.43 to 1.78 cents per mile, and of the average freight rate from 2.81 to 1.22 cents per ton mile;* and there has been moreover in the meantime a marked improvement in the quality of the railroad service rendered.

It seems to be safe to conclude that within certain limits consolidation may be beneficial to the public. There can be no question that there is also a limit beyond which consolidation ought not to go.

GENERAL SUMMARY OF RAILROAD ACCIDENTS.†

Train Accidents.

During the year ending June 30, 1898, 25 accidents to trains were reported, being 9 less than during the preceding year. Of these 17 were collisions resulting in injuries to 61 passengers, 24 employees and 3 other persons, none of which were fatal; and 8 were derailments resulting in injuries to 17 passengers and 8 employees. The total number of persons injured by train accidents was 113, none of whom were fatally hurt. Besides the above there was one collision between a light engine and a moving hand car, in which an employee was injured.

Several of the collisions reported were of parts of trains which had become separated and subsequently came together, causing injury to employees. Collisions of this kind not resulting in personal injury are not included. All train accidents have been investigated by one or more of the railroad inspectors, and reports made for the information of the Board. In the most serious cases the Board has had public investigations, and reports thereon will be found in the Appendix.

Number of Persons Injured.

The total number of injuries to persons reported by the railroad companies during the year ending June 30, 1898, was 1,077, being 158 more than in the preceding year. Of these

* If the average rates of fare and freight had been as high in 1898 as in 1872, the public would have paid the Massachusetts companies \$10,911,166 more for passenger transportation and \$48,062,051 more for freight transportation (in all \$59,973,217 more) in 1898 than actually paid in that year. This almost incredible statement may be easily verified by computations based on the statistics found elsewhere in this report.

† Prepared by the Clerk of the Board, Mr. WILLIAM A. CRAFTS. For Tabulated Statement of Accidents, see Appendix.

228 were fatal, or 20 less than last year, and 849 were not fatal, being 178 more than in 1897. Of the total number of persons injured 148 were passengers, 584 were employees, 83 were travellers at highway grade crossings or persons crossing tracks at stations, and 262 were trespassers. Twenty-six of the persons injured were children, being one less than in the preceding year.

Accidents to Passengers.

The number of injuries to passengers was more than double the number reported in 1897, being 148 as compared with 63. No passenger was killed by causes beyond his own control, but 83 were injured by such causes, a very great increase from the preceding year when the number was 24. By their own fault or want of care 6 were killed and 59 were injured. In both classes the large increase appears to have been on the Boston & Maine Railroad, which reported 75 injured by causes beyond their own control and 42 by their own want of care.

The ratio of passengers injured to the number carried on the railroads in Massachusetts was larger than last year. The total number of passengers carried on the Massachusetts railroads

Passengers Killed and Injured in Massachusetts in 1897 and 1898.

PASSENGERS CARRIED, ETC.	1897.	1898.
Total number of passengers carried in Massachusetts,	82,195,112	81,552,578
Total miles travelled in Massachusetts,	1,339,340,139	1,342,912,752
Passengers <i>killed</i> by causes beyond their control,	0	0
Ratio to total passengers carried,	- -	- -
Ratio to total miles travelled,	- -	- -
Passengers <i>injured</i> from causes beyond their control,	24	83
Ratio to total passengers carried,	1 to 3,424,796	1 to 982,561
Ratio to total miles travelled,	1 to 55,805,839	1 to 16,179,672
Passengers <i>killed</i> by their own fault or want of care,	1	6
Ratio to passengers carried,	1 to 82,195,112	1 to 13,592,096
Passengers <i>injured</i> by their own fault or want of care,	88	59
Ratio to passengers carried,	1 to 2,163,029	1 to 1,382,247

was 101,940,722. Allowing an estimate of 20 per cent for the number carried wholly outside the State, the number who travelled within the State would be 81,552,578, a falling off of upwards of 640,000 passengers from the previous year.

While no passenger was killed by causes beyond his own control, the ratio of passengers injured to the total number carried was greater than in any year since 1892, and is far from being so favorable a showing as in many other years since and previous to that date.

Accidents to Employees.

The total number of injuries reported to employees was 584, of which 49 were fatal and 535 not fatal; 430 were trainmen and 154 were otherwise employed. One was killed and 236 were injured when coupling or uncoupling cars; 3 were killed and 12 injured by coming in contact with overhead bridges or other structures; 1 was killed and 57 were injured by accidents to rolling stock; 20 were killed and 110 were injured by falling or being thrown from cars or engines; from various other causes not classified 24 were killed and 120 were injured. These last accidents were chiefly in freight yards and to trackmen, due in most cases to a want of caution.

There appears to be a want of uniformity among the railroad companies as to the degree of injury which requires a report. Some of the companies report all accidents, even such as are trivial, while others report only the more serious. In England the Board of Trade requires a report of "only the number of servants (employees) whose injuries prevent them working for five hours on any one of the three working days next after the accident." This rule would make the reported number of accidents to employees much less on some of our roads than is now shown.

On the railroads of Great Britain, during the year 1897, the accidents to employees were as follows:—

INJURIES TO EMPLOYEES.	Killed.	Injured.
By train accidents,	9	140
By accidents from other causes,	501	3,989

The length of railroad upon which these casualties occurred is in round numbers ten times as great as the length of railroad in this State, but the traffic is probably larger in proportion. The number of accidents to employees in this State is not very different proportionately from the number of such accidents in Great Britain, viz. : —

In Massachusetts, killed,	49.	Ratio to mileage, 1 to about	43.0 miles.
In Great Britain, “	510.	“ “ “	1 “ “ 42.0 “
In Massachusetts, injured,	535.	“ “ “	1 “ “ 4.0 “
In Great Britain, “	4,129.	“ “ “	1 “ “ 5.5 “

But the reported injuries from coupling and uncoupling cars are very much less in Great Britain, in proportion to railroad mileage, than here. In Great Britain, the killed and injured from this cause were 511; in Massachusetts, 237.

It is in this class of accidents that many comparatively slight injuries are reported here which are not counted in Great Britain. The construction of cars and style of coupling may also render the liability less there than here.

The Boston & Maine Railroad reports the largest number of coupling and uncoupling accidents,—more than double the highest number on other roads, and more than half (53 per cent) of the whole number of this class. Whether this excess is due in part to a deficiency of automatic couplers may perhaps be inferred from the following table; but is probably due still more to reporting accidents that are not considered serious enough to be reported by other roads.

Accidents in Coupling and Uncoupling Cars.

RAILROADS.	Number of Accidents in Coupling and Uncoupling Cars.	Total Number of Freight Cars.	Number Equipped with Automatic Couplers.	Percentage of Cars so Equipped.
Boston & Albany, . .	52	5,482	5,482	100
Boston & Maine, . .	126	10,898	6,241	57
Fitchburg,	28	4,996	4,161	83
New England, . . .	15	3,157	1,510	48
New London Northern, .	3	328	42	13
N. Y., N. H., & Hartford, .	13	10,493	9,852	94
Totals,	237	35,354	27,288	77

Casualties at Grade Crossings during the Year ending June 30, 1898.

RAILROADS.		AT PROTECTED CROSSINGS.		AT UNPROTECTED CROSSINGS.		TOTAL.		Total Grade Crossings.	Total Persons Killed or Injured.	Ratio of Accidents to Crossings.†
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Boston & Albany,	.	.	.	1	-	3	-	4	4	1 to 59
Boston & Maine,	.	.	.	13	9	9	10	22	32	1 to 19
Boston, Revere Beach & Lynn,*	.	.	.	-	-	-	-	-	-	-
Cape Ann Granite,	.	.	.	-	-	-	-	-	-	-
Fitchburg,	.	.	.	5	1	1	2	6	8	1 to 29
Grafton & Upton,	.	.	.	-	-	-	-	-	-	-
Hoosac Tunnel & Wilmington,*	.	.	.	-	-	-	-	-	-	-
Nantucket Central,*	.	.	.	-	-	-	-	-	-	-
New England,	.	.	.	1	1	-	1	1	2	1 to 78
New London Northern,	.	.	.	-	1	-	1	-	1	1 to 57
New York, New Haven & Hartford,	.	.	.	2	2	2	7	4	11	1 to 36
Totals,.	.	.	.	22	15	15	21	37	58	1 to 36

* A narrow-gauge railroad.

† The ratio at protected crossings was 1 to 31; at unprotected crossings, 1 to 44.

Accidents at Grade Crossings.

At grade crossings protected by gates or flags and in a few cases by electric bells, 15 persons were killed and 22 were injured. At unprotected crossings 6 were killed and 15 were injured. The protected crossings are not only more numerous (1,136), but are in localities where the highways are travelled by a greater number of persons than are the unprotected (934), and are also more dangerous owing to frequency of trains.

The table on the preceding page shows the number of crossing casualties on the several railroads. The Boston & Maine reports the largest number of accidents at grade crossings, the largest number of grade crossings with the exception of the New York, New Haven & Hartford, and the highest ratio of accidents to number of crossings.

Accidents at Stations.

Seven fatal accidents and 18 not fatal were reported as occurring at stations. Accidents of this class are not reported on a uniform rule. It is intended to include accidents to persons lawfully at stations or crossing the tracks to take a train or after alighting from one. There are many stations where the public are allowed to cross the tracks as freely as at a highway crossing, as the most convenient way of reaching the train desired. Such persons are sometimes improperly reported as trespassers, and perhaps in a few instances as passengers; but a passenger jumping from a train at a station and injured by falling should not be reported as a station accident, nor should an accident to a person who has purchased a ticket and is injured when getting upon a train, both being more correctly reported as passengers. Where a railroad company does not provide easy access to either side of its tracks for the taking of trains, it should not describe as a trespasser a customer on his way to take a train.

Accidents to Trespassers.

The total number of trespassers killed and injured during the railroad year was 262, being 18 more than in the preceding year. Of these 196 were walking, lying or otherwise unlawfully on the track, and 66 were stealing rides, chiefly on freight

trains. The killed numbered 145, including 3 manifest suicides, and the injured numbered 117. The average for ten years has been 136 killed and 104 injured.

RAILROAD BRIDGES.

The special supervision of railroad bridges, begun in 1887 under chapter 334 of the Acts of that year, has been continued the last year upon the same general methods, and with the same systematic care, as in previous years. Prof. George F. Swain, who as the Engineer of the Board has had charge of this department from its establishment in 1887, presents the following (his twelfth annual) report: —

Boston, December 31, 1898.

The Massachusetts Board of Railroad Commissioners,
Hon. JOHN E. SANFORD, *Chairman.*

GENTLEMEN: — I beg leave to submit the following report regarding the railroad bridges of the State.

Biennial Reports of Inspection.

During the year 1898 biennial reports of inspection have been received from the following railroad companies: the Boston & Maine for its Southern, Central Massachusetts, Connecticut River and Worcester & Nashua divisions, the New London Northern, and the New England. These biennial reports have been examined, and any recommendations or suggestions therein made have been noted and in some cases brought to your attention officially.

The general condition of the bridges of the State is excellent. The standard is indeed so high that but little work is now necessary from year to year in replacing or strengthening defective structures. The new bridges built are generally very heavy, with a margin of safety which should insure them a long life. Improvement is also being made in the floors of bridges, and the use of guard rails is being extended. One of the large railroad companies, however, the Boston & Albany, has not as yet adopted this latter safety appliance.

Number and Description of Railroad Bridges.

The table on the following page gives the number and description of railroad bridges in this Commonwealth June 30, 1898, and is similar to the tables published in my previous reports. Each span of trussed bridge, plate girder or wooden stringer resting on masonry supports, and having a span of ten feet or more, is here counted as

Number and Description of Railroad Bridges in Massachusetts, June 30, 1898.

RAILROADS.	Pile Bridges.														Grand Totals.										Total Length of Pile and Trestle Bridging (Approximate).
	Wooden Trestles.	Wooden Stringers.	Braced or Trussed Stringers.	Wooden or Combination Trusses.	Stone or Brick Arches.	I-Beams.	Plate Girders.	Iron Rivetted Trusses.	Iron Pin-connected Trusses.	Rails.	Pin-connected Iron Swing Bridges.	Iron Folding or Jack-knife Draw.	Flat, Howe or Wooden Jack-knife Draw.	Plate Girder Swing Bridges.	Trussed Beam Draw.	Total Spans Stone Bridges.	Total Wooden and Combination Bridges (Fixed Spans).	Total Iron Bridges (Fixed Spans).	Total Movable Bridges.						
Boston & Albany,	7	4	-	-	5	49	50	80	68	-	-	2	2	-	-	49	16	198	4	267	3,510				
Boston & Maine,	48	10	75	7	12	60	59	137	66	25	1	1	9	2	1	60	151	288	14	513	18,517				
Boston, Revere Beach & Lynn,	5	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	5	-	2	7	6,660				
Fitchburg,	13	9	3	2	18	23	15	113	4	23	-	-	1	-	-	23	45	155	1	224	4,212				
Grafton & Upton,	1	-	3	-	1	1	-	1	-	-	-	-	-	-	-	1	5	1	-	7	50				
Hoosac Tunnel & Wilmington,	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	20				
New London Northern,	5	3	8	2	13	1	2	8	11	-	-	-	-	-	-	1	31	21	-	53	560				
New York, New Haven & Hartford,*	75	15	102	14	18	116	39	338	12	28	4	2	2	1	-	116	221	424	6	767	15,872				
Totals,	154	42	191	25	67	250	165	577	161	76	4	3	4	4	2	250	475	1,087	27	1,839	49,701				
Deduct as counted twice,	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	4	-	4	-				
Net totals,	154	42	191	25	67	250	165	578	161	76	4	3	4	4	2	250	475	1,083	27	1,835	49,701				

* Including the New England.

one bridge, while wooden trestles or pile bridges are counted as but one bridge each, however great their length.

Lengths of Wooden, Stone and Iron Bridging.

The following table shows the total length of bridges of wood, stone, and iron on the different railroads in this Commonwealth June 30, 1898:—

Length of Bridging of Wood, Stone and Iron, June 30, 1898.

RAILROADS.	WOODEN BRIDGES.		STONE BRIDGES.		IRON BRIDGES.	
	Number.	Total Length (feet).	Number.	Total Length (feet).	Number.	Total Length (feet).
Boston & Albany,	18	4,000	49	1,234	200	10,767
Boston & Maine,	161	21,685	60	1,228	292	16,750
Boston, Rev. B. & Lynn, . .	6	6,700	—	—	1	100
Fitchburg,	46	5,750	23	471	155	7,990
Grafton & Upton,	5	130	1	15	1	46
Hoosac T. & Wilmington, . .	1	20	—	—	—	—
New London Northern, . . .	31	1,966	1	19	21	1,460
N. Y., N. H. & Hartford,* . .	223	19,081	116	2,840	428	18,251
Totals,	491	59,332	250	5,807	1,098	55,364

* Including the New England.

It appears from this table that the total length of bridging in the State is about 23 miles. In my report of last year, a table was given showing the length of bridging of different materials on December 31, 1897. Owing mainly to the inclusion in the present report of a short freight branch (the Chester & Becket) of the Boston & Albany Railroad, the length of all three kinds has apparently increased during the six months. The total number of wooden bridges, however, has been diminished by 4, and the total number of metal bridges has been increased by 17.

Summary of Bridge Work done in the Six Months ending June 30, 1898.

The table on the following page shows the most important bridge work done in the first half of the year 1898, leaving out of account minor repairs:—

Bridge Work done in the Six Months ending June 30, 1898.

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT.			BRIDGES STRENGTHENED.		
	Wood.	Stone.	Iron.	Wood.	Stone.	Iron.	Wood.	Stone.	Iron.
Boston & Albany, . . .	-	-	1	1 ¹	-	-	-	-	1
Boston & Maine, . . .	-	-	-	2 ²	-	-	4	-	-
Boston, Rev. B. & Lynn, .	-	-	-	-	-	-	-	-	-
Fitchburg,	-	-	-	-	-	4 ¹	-	-	5
New London Northern, .	-	-	-	-	-	-	1	-	-
N. Y., N. H. & Hartford,*.	-	-	4	3 ²	-	-	-	-	3
Totals,	-	-	5	6 ⁴	-	4 ¹	5	-	9

¹ As iron.² One as iron, two as wood.³ One as iron, one as wood.⁴ Three as iron, three as wood.

* Including the New England.

The following is a more detailed statement of the work which has been done on the different roads in the period above named :—

On the *Boston & Albany Railroad*, 1 plate girder has been built to replace a short span of I-beams, and 1 to replace a trussed wooden stringer; 1 span of I-beams has been strengthened by additional beams. The bridges on the *Chester & Becket* branch of this road have been included in the tables for the first time.

On the *Boston & Maine Railroad*, very little work of importance has been found necessary. On the *Western* division, 1 trussed wooden stringer has been replaced by a plate girder. On the *Central Massachusetts* division, 4 pile bridges have been strengthened. On the *Worcester & Nashua* division, 1 wooden stringer bridge has been rebuilt excepting the abutments.

On the *Fitchburg Railroad*, 1 bridge consisting of 4 spans of Phoenix trusses has been replaced by 4 spans of plate girders; 5 spans of plate girders have had the webs stiffened by vertical stiffeners; and in one span the flanges have been also strengthened; 5 wooden spans of Howe trusses have been repaired.

On the *New London Northern Railroad*, 1 wooden Howe truss has been strengthened, and 1 wooden stringer has been rebuilt and covered with rails, with a span so small that it is no longer included in the tables.

On the *New England Railroad*, 1 new plate girder bridge of 3 spans has been built to eliminate a grade crossing, 1 pile bridge has been rebuilt, and 1 wooden stringer has been rebuilt.

Summary of Bridge Work done since July, 1887.

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES RESULT.			BRIDGES STRENGTHENED.			BUILT NEW AND RESULT.*		STRENGTHENED.*	
	Wood.	Stone.	Iron.	Wood.	Stone.	Iron.	Wood.	Stone.	Iron.	Number.	Per Cent.	Number.	Per Cent.
Boston & Albany,	6	2	48	34 ¹	-	26	4	-	50	113	42	54	20
Boston & Maine,	4	2	37	170 ²	-	21 ³	19	-	18	236	46	87	7
Boston, Revere Beach & Lynn,	-	-	-	7	-	-	-	-	-	7	100	-	-
Fitchburg,	8	-	12	23 ⁴	1 ⁵	30 ⁶	18	-	36	72	32	54	24
Grafton & Upton,	5	1	1	-	-	-	1	-	-	7	100	1	14
Hoosac Tunnel & Wilmington,	-	-	-	-	-	-	-	-	-	-	-	-	-
New London Northern,	-	-	2	27 ⁷	-	1	16	-	1	29	55	17	32
N. Y., New Haven & Hartford,†	15	23	101	197 ⁸	6 ⁹	50 ¹⁰	48	4	43	390	51	95	12
Totals,	38	28	201	458	7	128	106	4	148	854	46.5	258	14.1

¹ 7 as wood, 1 as stone, 26 as 27 iron.² 90 as wood; 80 as 82 iron.³ 4 as wood; 17 as iron.⁴ 9 as wood; 14 as iron.⁵ As iron.⁶ Of present bridges.⁷ 3 replaced by 1 stone; 27 as iron.⁸ 13 as wood; 14 as iron; but one less than 10 ft. span.⁹ 180 wood replaced by 127 wood; 67 iron replaced by 68 iron.¹⁰ As stone.¹¹ 3 as stone; 43 as iron; 4 as wood.¹² Including the New England.

On the *New York, New Haven & Hartford Railroad*, on the *Taunton* division, 1 iron draw span has been very much strengthened. On the *Northern* division, 1 new plate girder has been built. On the *Berkshire* division, 1 pile bridge has been replaced by a plate girder, and 1 plate girder bridge of two spans has been provided with a new pier and 1 new abutment.

Summary of Bridge Work since 1887.

The table on the preceding page gives a summary of the bridge work done on the several roads since July, 1887, and is but little changed from a similar table in my report of last year.

Year Covered by the Report.

It will be noticed that the statistics in this report refer to the first six months of the calendar year, while each of my previous reports has covered the full calendar year. This change has been made for the reason that it seemed unnecessary to ask the bridge engineers to furnish two sets of statistics, one for the fiscal year ending June 30th, which is published with the returns in the annual report of the Board, and one for the purposes of my annual report. In the future the statistics which I shall give will be made up for the fiscal year ending June 30th.

Respectfully submitted,

GEORGE F. SWAIN.

SUBURBAN PASSENGER FARES.

The Board was instructed by a joint order passed at the last legislative session "to investigate the system of passenger fares on the railroads in the suburban district of Boston, and to report with recommendations in its next annual report." In the performance of this duty we have given after due notice two public hearings at which all persons and corporations desiring it were heard; and we have endeavored to give such further attention to the subject-matter as its importance has seemed to demand.*

The system of suburban fares referred to in the order has not been established by legislation or prescribed by public authority. It is rather the outgrowth of the concessions which the

* The above order was drawn by Mr. John H. Carter, of Winchester, and was presented in the Legislature at his request. Mr. Carter states that in procuring the passage of the order he represented no one but himself. He has therefore seemed to be fairly entitled to indicate the general lines on which the investigation should proceed.

several railroad companies, acting independently and without legal compulsion, have from time to time made to the suburban communities on their respective lines; and while there is a general similarity there is also some variety both in the forms of the tickets provided and in the rates charged per ticket or per mile. Neither is the limit of the suburban district specifically fixed by statute or by the uniform practice of the companies. For the purposes of the present case, however, as in other like cases, the Board has adopted the limit prescribed in section 183 of chapter 112 of the Public Statutes for suburban "workingmen's trains" so called — namely, a distance of fifteen miles out from Boston, measured on the several railroad lines. (See 26th Annual Report, January, 1895, page 133.)

The distinguishing feature of the suburban system is the commutation ticket and the low rate of fare. The commutation ticket differs from the season ticket in that the use of the latter is limited to the person and to the time specified on the ticket, while the former is transferable at pleasure and is good until used. For this reason the commutation ticket is much preferred for general use, although the rate per possible mile of travel is usually somewhat lower on the season ticket. The sale of the season ticket in the suburban district has therefore been generally discontinued, and the commutation ticket has taken its place. The more common forms of the commutation ticket are for 5, 10, 50 or 100 trips or rides; but they are issued in various other combinations on some one or more of the roads. The average fare on the single ticket is approximately two cents per mile within the suburban limit, as compared with two and one-half cents outside that limit. The suburban commutation rates are of course still lower, ranging down to one cent or less per mile on the tickets covering the largest number of rides.*

* At the legislative session of 1894, the Board was ordered to investigate the rates of fare on suburban trains to points within twelve miles of Boston, and to report how such rates compare with the rates to other points on the railroads of this State. In a special report made in response to that order and printed in the 26th Annual Report, January, 1895, pages 127-9, there is a more detailed description of the forms of season, commutation, and other tickets in use on our railroads, with a tabulation of the average rates per ticket and per mile on the more common forms of tickets for selected distances within and without the suburban limit, ranging from 5 to 150 miles. There has been no material change in the conditions then existing, unless it be that the 50-ride ticket is now generally sold at substantially the same rate per trip as the 100-ride ticket; and it is not thought necessary to repeat here the details given in the former report.

It is pertinent to inquire on what ground these more favorable terms have been accorded to the suburban district. The discrimination is based, as we understand, —and we know of no other ground on which it can be justified, — on the universal law of trade that dealers in large quantities are entitled to better prices than dealers in small quantities — a law which has nowhere received a more liberal construction than in adjusting the charges for railroad transportation, whether of persons or of merchandise. The suburban district is a large purchaser of passenger transportation. The interests and occupations of its people are such that it supplies a constant flow of travel to and from Boston, with an unusual proportion of habitual travellers. The railroad company can therefore afford and is bound to allow reasonably lower rates ; whether to the transient customer who buys a single ticket, to the occasional customer who buys a ticket for 5 or 10 rides, or to the daily and wholesale customer who buys a ticket for 50 or 100 rides — graduating the rate in general to the amount of the purchase.*

The present investigation originated in a purpose to secure if possible some further reductions in the suburban rates of fare. At the first hearing before the Board it was urged that the rate per trip or mile on the single ticket and on the smaller commutation tickets ought to be reduced so as to conform or to conform more nearly to the rate per trip or mile on the tickets for 50 and 100 rides ; and also that a 12-ride commutation ticket ought to be issued on all the roads at the lowest commutation rate, whatever that rate might be. At the present time the lowest commutation rate is that on tickets for 50 and 100 rides ; but it was conceded that the Board should recommend the raising of this rate, if in its judgment now too low, and that the rate on the proposed 12-ride ticket should conform thereto. At the final hearing the suggestion in regard to the reduction of the single ticket rate was withdrawn by the original mover of the investigation, and the only recommendation asked

* Such discrimination according to quantity is sanctioned not only by usage and high authority, but by express legislative enactments, as regards both passengers and freight. See, for example, chapter 210 of the Acts of 1893, relating to the transportation of milk ; and the statute already referred to which provides for cheap morning and evening workmen's trains to and from Boston. The purchaser of a yearly season ticket under the latter statute may travel at the extreme low rate of .48 of a cent per mile, while the purchaser of a 3-months ticket pays .64 of a cent per mile.

by him was that a 12-ride ticket should be issued on the terms above described.

We do not see our way clear at the present time to recommend any of these changes. We have not been satisfied that the rates on the single and smaller commutation tickets are relatively too high as compared with other rates either within or without the suburban district. We know of no rule or principle in accordance with which we could properly recommend that a 12-ride ticket be sold at the same rate per trip as a 50-ride or 100-ride ticket—any more, for example, than that freight should be hauled in small quantities at the same rate per ton as in car load or cargo lots. Neither are we inclined, in order to open a way for the proposed 12-ride ticket, to recommend the raising of the present rate on commutation tickets for 50 or 100 rides.

It is easy to see that the issue of a 12-ride ticket at the same low rate per trip as a ticket for 50 or 100 rides would not only have a tendency to diminish the sale of the single tickets, but would practically put an end to the sale of the smaller commutation tickets, both of which are now sold at higher rates; and would thus have the effect to reduce the average rate per passenger and to diminish the revenue of the company from its suburban business.

Much stress was laid upon the fact that the Fitchburg Railroad Company had introduced on its road in 1891 a suburban 12-ride ticket of the kind here proposed, which, it was claimed, had worked to the advantage of the company as well as of the public. As this was a question of actual figures, there has been furnished at our request a full and detailed statement of the suburban traffic and revenue on this road for the year 1891 in which the ticket in question was first issued, and for the preceding and following years, 1890 and 1892—all of them years of marked and general railroad growth. It appears from this statement that the number of suburban passengers to and from Boston was 18.51 per cent greater in 1892 than in 1890, while the increase in revenue from such passengers was only 13.68 per cent. Between the same two years there was an increase of 18.93 per cent in the whole number of suburban and other passengers to and from Boston, and of 20.11 per cent in the total number of passengers carried on the entire

Fitchburg system. It thus appears that notwithstanding the introduction of the 12-ride ticket, the suburban travel did not increase so rapidly as the general travel on the road, and that there was a noticeable decrease in the suburban revenue relatively to the amount of suburban traffic.

However it might be at a time when the business and earnings of the companies were advancing year by year, we should hesitate to recommend a reduction of rates on a declining traffic and revenue, unless such decline were due to excessive rates; and that is not the fact in the present case. We have shown on a preceding page that the railroad companies of this State carried on their lines in round numbers 20,000,000 fewer passengers and had \$2,000,000 less passenger revenue in 1898 than in 1893. It will appear on a subsequent page that the number of railroad passengers carried to and from Boston was 7,614,000 less in 1898 than in 1893. There is no question that a large proportion of this latter shrinkage was in suburban travel. At the same time that the volume of suburban traffic was thus seriously and persistently diminishing, the population of the suburban district was steadily and rapidly growing.

It is not necessary for the present purpose to consider the causes of this heavy loss to the railroads in their suburban business. The most important and interesting factor in the case, — the competition and diversion of travel by the electric railways, — was discussed at some length in a recent report of the Board;* and the conclusion there reached, that the railroad companies would find themselves unable, under existing conditions and methods, to compete successfully with the electric lines for the great bulk of the suburban traffic, has been verified by further experience and is now generally accepted by the railroad companies themselves. The whole system of suburban transportation has been and is still undergoing a radical change. Just what the final outcome will be as between the railroad and the electric railway, it is too early to predict. The railroad company is at present the losing party in the contest; and while there may be room for some adjustment or correction of inequalities in particular rates, it does not seem to us to be the time for any general reduction or revision of the suburban railroad tariff.

* See 27th Annual Report, January, 1896, pages 21-26.

Other facts and considerations, bearing more especially on the question of the reasonable profitableness of the suburban business to the railroad companies under present conditions, were presented and ably argued at the hearings; but they require for intelligible statement too much detail and too formidable an array of figures to come within the limits of this report. We have not, moreover, found them essential to the conclusions at which we have arrived.

It is proper to add that there was no complaint before the Board of the suburban service. On the contrary, it was declared to be excellent. It was also conceded that the rates on the 50-ride and 100-ride tickets are entirely satisfactory.

We think it but just to our railroad corporations to call attention once more to the fact that they have of their own accord reduced the average passenger fare within the last generation from 2.51 to 1.78 cents per mile — a reduction of 29 per cent or a little more than one per cent per year; and that this rate is already lower in Massachusetts than in any other State or section of the country. We have never heard it suggested that in the general adjustment and reduction of rates from which this minimum average fare has resulted, the suburban district has not received its fair share of consideration as compared with other parts of the Commonwealth.

COLORS OF NIGHT SIGNALS.

The accident which occurred September 6, 1898, at Whittenton Junction, and which was in some respects one of the most peculiar that has ever occurred in the State, illustrates forcibly, among other things, the importance of a careful consideration of the matter of colors for night signals on railroads. A full report on this accident, with the findings of the Board thereon, will be found in the Appendix. Briefly stated, the accident was a train collision, and resulted from the fact that an engineer mistook the white lantern on a highway crossing gate for a safety home signal, whereas the signal was in reality at danger, though the lantern was extinguished. We are informed that since the occurrence of this accident, and in consequence of it, the New York, New Haven & Hartford Railroad Company has adopted the green light as a safety signal at night in place of the white light.

The usual colors for railroad signals, which until recently have been almost universally adopted in all civilized countries, are the following: *White*, to signify *safety*; *Red*, to signify *danger*; and *Green*, to signify *caution*. These colors were agreed upon at a congress of railway men held in Birmingham in 1841.

The choice of these colors resulted originally from the experiments of the brothers Chappe, in France, in connection with the establishment of a signal system devised by them. Among other results of these experiments, they stated that the visibility of a red light was but one-third that of a white light of the same intensity, that of a green light one-fifth, and that of a blue light one-seventh. White was chosen as the signal for safety as being the usual light, as well as the most easily visible; while red, as the most easily visible of the colored signals, was chosen for the most important signal, that of danger. So far as visibility was concerned, it would have been desirable for the danger signal to be of the color most easily seen; but it was of course impracticable to use white for a danger signal.

The serious objections to the use of white as a safety signal soon became evident, and have resulted in England in the universal substitution of green as the safety signal at fixed signals, and the abandonment of the cautionary signal. Green, however, is still used to signify caution in the case of hand or temporary signals. The permissive block system, so widely used in this country, is not used in England, so that a cautionary signal is not there considered necessary; and on English railroads the distant signal is simply a duplication of the home signal.

The objections to white as a safety signal are familiar to all railroad men. They are, first, that if the red lens which forms the danger signal be broken, the light will show safety instead of danger; and second, that (as in the Whittenton accident) the danger signal may be extinguished, and the engineer may mistake some other white light for the safety signal. The first objection may be in a measure and perhaps wholly obviated by the use of wire glass for the lens; nevertheless, the principle seems sound that the safety signal should be a positive signal, which in case of accident or doubt would show danger, and not the mere absence of a danger signal.

Notwithstanding the abandonment of white as a safety signal in England, the great majority of American railroads still use this color. The principal arguments urged against giving it up seem to be the following: first, that the engineers are accustomed to its use, and that any change would be dangerous, since a white light not on the railroad might be taken as a safety signal from force of habit; second, that on our railroads, principally because of the extensive use of the permissive block system, it is necessary to have a signal for caution; and it appears difficult to find a suitable color for this purpose. Blue is not suitable, on account of its slight visibility; particularly since the light from the usual lamp flame contains few blue or violet rays. Amber or orange has been suggested, but is objectionable as being so easily confused with red (if the tint is dark), or with white (if the tint is light). This difficulty has been met on some roads, however, by using as a cautionary signal a red and a green light, or by using some combination of green lights.

This subject has frequently been considered by the official railroad organizations, especially by the American Railway Association, but no general agreement has been reached. In 1894, the committee on interlocking and block signals recommended red for danger, violet for caution, and green for safety; but within a month it revised its opinion, and recommended (though not unanimously) continuing the use of green for caution and white for safety; and the Association voted against giving up the use of white as a safety signal. Later in the year, the committee reported definitely that the use of blue or orange lights did not appear practicable, but that a combination of red and green could be used for caution. In March, 1895, the committee went so far as to pass the following resolution: "That the committee does not at this time deem it wise to recommend abandoning white for a night signal; as first, three indications are necessary in many cases, and second, no entirely satisfactory single color has been found for a third indication. The committee approves, however, the use of red for danger — stop; and green for clear — proceed; as good signal practice." In the standard rules for block and interlocking signals, adopted in the same year, the Association decided on red for a danger signal, but left blank the colors for safety and

cautionary signals, allowing each company to decide this for itself. In the standard train rules adopted in 1898, the same course was followed.

The opinion seems to be gaining ground, therefore, that white should be abandoned as a signal color. We conceive this to be probably the better opinion. The matter should at all events receive the careful attention of railroad managers.

GRADE CROSSINGS.

The table on the opposite page gives the total number of highway grade crossings, as returned by the companies, on each of the railroads, including leased and operated lines, within the limits of this State; also the number protected in the several methods prescribed by law, and the number unprotected. The number of grade crossings that were finally abolished during the year ending June 30, 1898, the number which on that date were in process of abolition, and the number for the abolition of which petitions were pending in the courts, are also stated in the table.

The total number of such crossings is given in the table as 2,070. The corresponding table in last year's report gave the number as 2,103. This shows a decrease of 33 grade crossings for the year; of which 27, as shown in the table, were abolished, and 6 are left to be accounted for by correction of previous count or otherwise.

It appears that 1,136 out of the whole 2,070 grade crossings are protected by gates, flagmen or electric signals, and that 934 are unprotected; and that in addition to the 27 grade crossings finally abolished during the year, 14 were in process of abolition at the end of the year, and petitions were pending for the abolition of 155 more.

Cost of Abolishing Grade Crossings.

The total estimated cost of the abolition of grade crossings of railroads with public ways under the provisions of chapter 428 of the Acts of 1890, entitled "An Act to promote the abolition of grade crossings," in all the cases in which the special commissions appointed by the superior court have made reports, now stands as shown on page 36 for the several years since the passage of the act.

Grade Crossings of Railroads with Public Ways and Progress in the Abolition thereof.

RAILROADS.*	Total Grade Cross- ings.	PROTECTED BY			Total Protected.	Unprotected.	Abolished during the last Year.	In Process of Abolition.	Petition Pending.
		Gates.	Flagmen.	Electric Signals.					
Boston & Albany,	235	53	18	1	72	163	4	2	23
Boston & Maine,	609	235	172	22	429	180	4	1	22
Boston, Revere Beach & Lynn,†	11	6	5	-	11	-	-	-	-
Cape Ann Granite,	2	1	1	-	2	-	-	-	-
Fitchburg,	228	69	40	8	117	111	6	1	5
Grafton & Upton,	30	-	3	-	3	27	-	-	-
Hoosac Tunnel & Wilmington,†	-	-	-	-	-	-	-	-	-
Nantucket Central,†	4	-	4	-	4	-	-	-	-
New England,	155	25	18	8	51	104	4	2	22
New London Northern,	57	-	5	-	5	52	-	-	-
New York, New Haven & Hartford,	789	175	178	89	442	297	9	8	83
Union Freight,†	-	-	-	-	-	-	-	-	-
Totals,	2,070	564	444	128	1,136	934	27	14	155

* Including leased and operated lines.

† A narrow-gauge railroad.

‡ A street freight railroad connecting the Old Colony and Boston & Lowell terminals in the city of Boston.

For the year ending June 30, 1891,	. \$379,959	23	
Commonwealth's proportion,*	. .		\$94,989 81
For the year ending June 30, 1892,	. 278,873	77	
Commonwealth's proportion,	. .		69,718 44
For the year ending June 30, 1893,	. 1,045,150	80	
Commonwealth's proportion,	. .		261,287 58
For the year ending June 30, 1894,	. 2,178,327	29	
Commonwealth's proportion,	. .		544,581 82
For the year ending June 30, 1895,	. 488,455	00	
Commonwealth's proportion,	. .		122,113 75
For the year ending June 30, 1896,	. 1,748,157	50	
Commonwealth's proportion,	. .		437,039 37
For the year ending June 30, 1897,	. 381,830	00	
Commonwealth's proportion,	. .		95,457 50
For the year ending June 30, 1898,	. 129,536	80	
Commonwealth's proportion,	. .		32,384 20
For the six months ending Dec. 31, 1898,	315,637	53	
Commonwealth's proportion,	. .		78,909 38
Totals,	\$6,945,927	42	\$1,736,481 85

The amount of cost actually incurred by the Commonwealth under the provisions of the Act of 1890, up to January 1, 1899, is \$2,077,096.11, as follows : —

Paid during the year 1892,	\$87,056	29
Paid during the year 1893,	96,141	97
Paid during the year 1894,	271,202	57
Paid during the year 1895,	407,491	72
Paid during the year 1896,	874,211	81
Paid during the year 1897,	715,938	62
Paid during the year 1898,	785,461	80
Total paid to January 1, 1899,	\$3,237,504	78
Repaid by cities and towns in 1894,†	\$19,581	59
Repaid by cities and towns in 1895,	42,277	11
Repaid by cities and towns in 1896,	53,386	37
Repaid by cities and towns in 1897,	96,391	24
Repaid by cities and towns in 1898,	82,453	24
Total repaid to January 1, 1899,	294,089	55
Net amount paid to January 1, 1899,	\$2,943,415	23
To be repaid by cities and towns,†	866,319	12
Actual cost incurred to January 1, 1899,	\$2,077,096	11

* Twenty-five per cent of the total cost. The railroad corporation pays 65 per cent, and the city or town 10 per cent.

† By St. 1890, c. 428, § 7, as amended by Sts. 1893, c. 283 and 1894, c. 545, the Commonwealth advances the proportions of cost (10 per cent) apportioned to cities and towns, and the latter reimburse the amount so advanced in annual instalments with interest at four per cent. A similar rule applies with regard to the city of Boston and the towns of Hyde Park and Dedham under the special acts of 1892 and 1896.

The above is the cost incurred under the general law of 1890, chapter 428. The Commonwealth has also paid on account of the abolition of grade crossings on the Boston & Providence Railroad in the city of Boston and in the towns of Hyde Park and Dedham, under special Sts. 1892, c. 433, and 1896, c. 257, and amendments thereto, as follows:—

Paid during the year 1894,*	\$23,958 60
Paid during the year 1895,	494,574 77
Paid during the year 1896,	696,407 89
Paid during the year 1897,	606,848 44
Paid during the year 1898,	125,984 38
Total paid to January 1, 1899,	<u>\$1,947,774 08</u>
Repaid by city or towns in 1895,	\$2,799 16
Repaid by city or towns in 1896,	15,793 71
Repaid by city or towns in 1897,	24,237 37
Repaid by city or towns in 1898,	27,777 30
Total repaid to January 1, 1899,	<u>70,607 54</u>
Net amount paid to January 1, 1899,	<u>\$1,877,166 54</u>
To be repaid by city or towns,	583,399 82
Actual cost incurred to January 1, 1899,	<u>\$1,293,766 72</u>

It appears by the foregoing statements that the Commonwealth, after allowing for the amounts which have been repaid and which are to be repaid by cities and towns, has incurred in aid of the abolition of grade crossings under the general law of 1890 a net cost of \$2,077,096.11, and under the special acts of 1892 and 1896 a net cost of \$1,293,766.72—making a total of \$3,370,862.83 which has already been contributed to this work from the State treasury. Taking into account the fact that the Commonwealth has incurred only 25 per cent of the whole cost under the general law of 1890, and 31.5 per cent under the special acts of 1892 and 1896, it will be seen that the combined expenditure by the Commonwealth, by cities and towns and by the railroad corporations, for this work during the last seven years, amounts to over \$12,415,500.

The amount which may be drawn from the State treasury during the year 1899, for the abolition of grade crossings under the provisions of the general law (St. 1890, c. 428) as amended by St. 1896, c. 439, will be approximately \$2,670,000.

* The State pays 31.5 per cent of the cost of this work, the city of Boston and towns of Hyde Park and Dedham 13.5 per cent, and the railroad company 55.0 per cent.

SUMMARY STATEMENT OF FINANCIAL CONDITION AND BUSINESS OPERATIONS.

On the following pages a summary account is given of the financial condition of the railroad corporations of this State at the close of the last railroad year, June 30, 1898, with the results of their business operations during that year, and a comparison of the same with previous years. The earnings and expenses of the leading corporations of the State are also compared in some of their details. Tabulated statements of the condition and operations of each of the railroad corporations of the State for the last year will be found in the Appendix to this report.

ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1898, were \$390,322,163.81. The several classes of assets, and the increase or decrease in each class as compared with 1897, appear in the following table :—

Gross Assets, June 30, 1897 and 1898.

ASSETS.	1897.	1898.	Increase.
Construction,	\$276,587,736	\$284,317,836	\$7,730,100
Equipment,	28,562,520	28,867,843	305,323
Lands and buildings, . .	2,749,317	2,863,573	114,256
Stocks in other companies, .	27,768,378	27,530,441	237,937*
Bonds of other companies, .	8,525,998	5,394,548	3,131,450*
Other permanent property, .	2,007,528	2,035,527	27,999
Cash and current assets, .	20,627,107	19,915,838	711,269*
Miscellaneous assets, . .	18,611,234	19,396,558	785,324
Gross Assets,	\$385,439,818	\$390,322,164	\$4,882,346

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were \$367,679,-526.21. The several kinds of liabilities, and the amount of each as compared with 1897, are shown in the next table :—

Gross Liabilities, June 30, 1897 and 1898.

LIABILITIES.	1897.	1898.	Increase.
Capital stock, . . .	\$205,671,652	\$205,766,507	\$94,855
Funded debt, . . .	135,816,380	140,554,407	4,738,027
Real estate mortgages, . .	1,761,300	1,261,300	500,000*
Current liabilities, . . .	20,675,312	16,762,983	3,912,329*
Accrued liabilities, . . .	3,429,098	3,334,329	94,769*
Gross Liabilities,† .	\$367,353,742	\$367,679,526	\$325,784
Surplus,	18,086,076	22,642,638	4,556,562
Sinking and special funds, .	4,139,437	4,203,819	64,382

* Decrease.

† Exclusive of sinking and other special funds.

A comparison of the foregoing tables shows that while there was a gain over the previous year of \$4,882,346 in gross assets, there was an increase of but \$325,784 in gross liabilities, — a balance of \$4,556,562 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the table below : —

Gross Assets, Liabilities and Surplus for Ten Years, 1889–1898.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Per Cent Surplus to Capital.
1889,	\$284,297,887	\$273,787,864	\$10,510,023	6.92
1890,	292,008,967	279,164,416	12,844,551	8.17
1891,	301,185,709	289,530,588	11,655,121	7.85
1892,	307,634,377	295,157,876	12,476,501	7.15
1893,	334,724,845	320,551,032	14,173,813	7.60
1894,	353,362,317	342,060,944	11,301,373	5.89
1895,	360,639,658	346,739,520	13,900,138	7.18
1896,	380,502,835	363,623,710	16,879,124	8.23
1897,	385,439,818	367,353,742	18,086,076	8.78
1898,	390,322,164	367,679,526	22,642,638	11.01
Averages, . . .	\$339,011,858	\$324,564,922	\$14,446,936	7.89

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending June 30, 1898, was \$80,806,407.15, and the total expenditures, including dividends paid, were \$80,582,042.73 — showing a net surplus for the year of \$224,364.42 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows: —

Total Income, 1897 and 1898.

INCOME.	1897.	1898.	Increase.
Gross earnings from operation, .	\$71,934,773	\$73,599,534	\$1,664,761
Rentals from lease of road, .	5,837,460	5,866,256	28,796
Income from other sources, .	1,314,043	1,340,617	26,574
Total Income, . . .	\$79,086,276	\$80,806,407	\$1,720,131

The items of total expenditure, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table: —

Total Expenditures, 1897 and 1898.

EXPENDITURES.	1897.	1898.	Increase.
Expenses of operation, . .	\$49,413,299	\$50,890,883	\$1,477,584
Interest on debt and loans, .	6,656,958	6,398,334	258,624*
Taxes,	3,910,537	4,014,267	103,730
Rentals of leased roads, . .	7,496,237	7,523,914	27,677
Other charges on income, . .	141,398	155,183	13,785
Dividends paid,	11,522,998	11,599,462	76,464
Total Expenditures, . . .	\$79,141,427	\$80,582,043	\$1,440,616
Surplus for the year, . . .	55,151 ^d	224,364	279,515

* Decrease.

^d Deficit.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the forty-six Massachusetts corporations, June 30, 1898, was \$205,766,507.35 — a net increase of \$94,855.00 over the previous year, resulting from additions and deductions in the case of the following companies: —

Additions: —	
Chester & Becket,	\$4,000 00
New York, New Haven & Hartford,	21,000 00
Old Colony,	100,000 00
Total additions to capital stock,	\$125,000 00
Deductions: —	
Southbridge, Sturbridge & Brookfield (company dissolved), .	80,145 00
Net increase of capital stock,	\$94,855 00

Dividends.

The total amount of cash dividends declared the last year was \$11,599,462.50 — an increase of \$76,464.50 over the previous year. Thirty-four out of the forty-six corporations declared dividends varying in rate from 1 to 10 per cent, and twelve paid no dividends.

Four companies paid 10 per cent; two paid 9 per cent; five paid 8 per cent; four paid 7 per cent; five paid 6 per cent; one paid $5\frac{1}{2}$ per cent; two paid 5 per cent; one paid $4\frac{1}{2}$ per cent; three paid 4 per cent; one paid four per cent on preferred and nothing on common stock; two paid $2\frac{1}{2}$ per cent; two paid 2 per cent; one paid $1\frac{1}{2}$ per cent on preferred and nothing on common stock; and one paid 1 per cent.

The amount of the capital stock of the thirty-four dividend-paying companies, was \$179,580,467.33,* on which the average rate of dividend was 6.46 per cent. The amount of the capital stock of the twelve companies paying no dividends, was \$26,186,040.02. Including the latter, the average dividend on the whole amount of capital stock outstanding at the end of the year, was 5.64 per cent.

* Including common stock on which, in the case of two of these companies, no dividend was paid.

The average dividend on the capital stock of the thirty-four leased roads was 6.42 per cent, while that on the capital stock of the operating roads was only 5.33 per cent.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, taxes, interest, rentals and other charges); the amount of cash dividends declared; and the average percentage of dividend on total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1889-1898.

YEARS.	Capital Stock.	Net Divisible Income.	Cash Dividends Declared.	Percentage on Total Capital Stock.
1889,	\$151,781,704	\$9,041,770	\$7,880,867	4.86
1890,	157,243,516	10,780,078	8,450,560	5.87
1891,	158,488,426	9,629,807	9,013,517	5.69
1892,	174,513,552	10,168,031	9,529,575	5.46
1893,	186,440,423	12,060,502	10,832,400	5.81
1894,	191,892,697	9,380,969	11,204,580	5.84
1895,	193,506,847	11,326,019	11,364,565	5.87
1896,	205,105,977	11,625,746	11,260,994	5.49
1897,	205,671,652	11,467,847	11,522,998	5.60
1898,	205,766,507	11,823,827	11,599,462	5.64
Averages, . .	\$183,041,190	\$10,725,460	\$10,215,897	5.58

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, June 30, 1898, was \$140,554,406.91—a net increase of \$4,738,026.70 over the previous year, resulting from additions and deductions in the case of the following companies:—

Additions:—

Boston, Revere Beach & Lynn,	\$211,000 00
Chester & Becket,	50,000 00
New York, New Haven & Hartford,	4,000,000 00

Norwich & Worcester,	\$280,000 00
Old Colony,	476,000 00
Total additions to funded debt,	<u>\$5,017,000 00</u>
Deductions : —	
Boston & Maine,	\$84,978 30
Fitchburg,	134,000 00
Holyoke & Westfield,	60,000 00
Total deductions from funded debt,	<u>\$278,978 30</u>
Net increase of funded debt,	<u>\$4,738,026 70</u>

During the year ending June 30, 1898, the Board authorized and approved, under chapter 462 of the Acts of 1894, issues of bonds by the companies, and for the amounts, stated in the next table : —

Issues of Bonds Authorized by the Board.

RAILROAD COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Lowell,	March 14, 1898,	\$214,000
Chester & Becket,	July 1, 1897,	50,000
Fitchburg,	February 2, 1898,	1,450,000
Norwich & Worcester,	July 8, 1897,	280,000
Old Colony,	November 8, 1897,	200,000
Total amount authorized,		<u>\$2,194,000</u>

A large proportion of the above issues were for refunding maturing bonds.

The amount of real estate mortgages outstanding June 30, 1898, was \$1,261,300.00 — a decrease of \$500,000.00 from the previous year.

The total unfunded debt, including the above mortgages, was \$21,358,611.95 — a decrease of \$4,507,097.73 from the previous year.

The gross debt, funded and unfunded, was \$161,913,018.86 — an increase of \$230,928.97.

The net debt (the gross debt less \$19,915,838.04 of cash and current assets) was \$141,997,180.82 — an increase of \$942,198.22. In computing the net debt, the sum of \$19,396,558.29 returned under the head of “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1889-1898.

YEARS	Funded Debt.	Unfunded Debt.*	Gross Debt.	Net Debt.†
1889, . . .	\$100,404,870	\$21,601,290	\$122,006,160	\$106,092,583
1890, . . .	102,718,868	19,202,031	121,920,899	104,715,045
1891, . . .	106,158,021	24,884,141	131,042,162	112,142,466
1892, . . .	100,108,797	20,535,527	120,644,324	101,670,609
1893, . . .	108,468,211	25,642,898	134,110,609	115,003,021
1894, . . .	126,646,016	23,522,230	150,168,246	129,977,773
1895, . . .	128,991,353	24,241,320	153,232,673	132,723,454
1896, . . .	132,202,380	26,315,353	158,517,733	138,270,496
1897, . . .	135,816,380	25,865,710	161,682,090	141,054,983
1898, . . .	140,554,407	21,358,612	161,913,019	141,997,181

* Including real estate mortgages.

† Gross debt less cash and current assets.

VOLUME OF TRAFFIC.

Train Mileage.

The total number of miles run by passenger trains the last year, on the roads of all the companies, was 27,046,501 — an increase of 810,392 miles over the previous year; by freight trains, 17,721,128 — an increase of 268,238 miles; and by all other trains, 11,666,838 — a decrease of 167,346 miles.

The total number of miles run by trains of all kinds was 56,434,467 — an increase of 911,284 miles over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table : —

Train Mileage for Ten Years, 1889-1898.

YEARS.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
1889, . . .	20,816,766	14,008,891	8,756,766	43,082,423
1890, . . .	21,020,064	15,306,155	9,122,146	45,448,365
1891, . . .	22,288,108	16,727,141	9,966,435	48,981,684
1892, . . .	23,548,735	17,466,057	10,350,670	51,365,462
1893, . . .	26,041,383	19,172,518	12,213,041	57,426,942
1894, . . .	25,118,810	16,932,335	11,166,135	53,217,280
1895, . . .	24,302,800	17,019,851	10,582,973	51,905,624
1896, . . .	26,892,246	18,354,625	12,610,907	57,857,778
1897, . . .	26,236,109	17,452,890	11,834,184	55,523,183
1898, . . .	27,046,501	17,721,128	11,666,838	56,434,467

The next table shows the train mileage on each of the five leading railroads of the State, for the last year : —

Train Mileage (Five Roads) in 1898.

RAILROAD COMPANIES.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
Boston & Albany, . .	3,028,323	2,728,143	1,511,751	7,268,217
Boston & Maine, . .	8,269,294	5,485,976	3,486,260	17,241,530
Fitchburg, . . .	2,380,377	2,929,788	842,239	6,152,404
New England, . . .	1,836,980	1,427,674	1,497,554	4,762,208
N. Y., N. H. & Hartford, .	10,975,680	4,972,950	3,879,553	19,828,183
Averages, . . .	5,298,181	3,508,906	2,243,471	11,050,508

Passenger Traffic.

The total number of passengers carried the last year was 101,940,722 — a decrease of 803,168 passengers from the

previous year. Each passenger travelled on the average a distance of 16.47 miles, making the total passenger mileage 1,678,640,940 — an increase of 4,465,766 miles, or passengers carried one mile, over the previous year.

The total volume of passenger traffic for each of the last ten years is shown in the following table : —

Passenger Mileage for Ten Years, 1889-1898.

YEARS.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
1889,	98,529,299	14.50	1,356,281,981	67
1890,	98,848,712	14.75	1,458,149,088	69
1891,	107,271,842	14.25	1,528,234,020	68
1892,	110,915,454	14.85	1,591,795,252	67
1893,	119,779,947	14.56	1,744,388,553	67
1894,	109,434,184	14.85	1,624,569,781	65
1895,	107,856,348	15.17	1,636,197,381	67
1896,	111,629,051	15.89	1,773,733,208	67
1897,	102,743,890	16.29	1,674,175,174	64
1898,	101,940,722	16.47	1,678,640,940	64

The passenger mileage on the five leading railroads during the last year, was as follows : —

Passenger Mileage (Five Roads) in 1898.

RAILROAD COMPANIES.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
Boston & Albany, . .	10,663,795	19.86	211,816,938	70
Boston & Maine, . .	32,176,210	15.10	485,787,694	59
Fitchburg,	6,879,314	16.25	111,805,027	47
New England, . . .	7,166,689	11.97	85,772,406	47
N. Y., N. H. & Hartford,	41,464,748	18.32	759,632,395	69
Averages,	19,670,151	16.83	330,962,892	62

The next table gives the annual number of passengers carried to and from Boston on the railroads which have a terminus in

this city, including the Boston, Revere Beach & Lynn, for each of the last ten years : —

Passengers to and from Boston, 1889-1898.

YEARS.	Number of Passengers.	Annual Increase.	YEARS.	Number of Passengers.	Annual Increase.
1889, . .	45,175,107	3,847,415	1894, . .	52,756,601	3,824,940*
1890, . .	48,072,476	2,897,369	1895, . .	52,015,921	740,680*
1891, . .	51,294,908	3,222,427	1896, . .	53,499,695	1,483,774
1892, . .	54,151,859	2,856,956	1897, . .	49,691,215	3,808,480*
1893, . .	56,581,541	2,429,682	1898, . .	48,967,467	723,748*

* Decrease.

The number of these passengers the last year, though 7,639,775 greater than ten years ago, was 7,614,074 less than five years ago.

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 35,338,724—an increase of 2,062,308 tons over the previous year. Each ton of freight was hauled on

Freight Mileage for Ten Years, 1889-1898.

YEARS.	Tons of Freight Hauled.	Average Haul (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
1889,	25,482,108	69.52	1,771,581,781	125
1890,	27,944,501	70.73	1,976,652,769	128
1891,	29,181,594	71.05	2,073,437,566	123
1892,	31,131,146	72.01	2,241,775,988	127
1893,	32,995,033	73.68	2,431,081,708	125
1894,	27,378,660	79.90	2,187,504,182	128
1895,	30,858,173	83.01	2,561,598,881	148
1896,	34,605,838	83.18	2,878,369,521	155
1897,	33,276,416	84.80	2,821,770,240	160
1898,	35,338,724	85.54	3,022,770,499	172

RAILROAD CORPORATIONS

the average a distance of 85.54 miles per ton of freight hauled, or a mileage of 3,022,770,499 — an increase of 10 per cent over the previous year.

The preceding table gives the total freight hauled for each of the last ten years.

The next table gives the freight hauled on the roads for the last year: —

Freight Mileage (Five Roads)

RAILROAD COMPANIES.	Tons of Freight Hauled.	Average (Mile)
Boston & Albany, . . .	4,563,662	112.
Boston & Maine, . . .	10,271,875	67.
Fitchburg, . . .	4,885,660	117.
New England, . . .	3,389,325	92.
N. Y., N. H. & Hartford, . . .	11,042,006	81.
Averages, . . .	6,830,506	87.

DENSITY OF TRAFFIC

By "density of traffic" is meant the number of passengers or tons of freight carried per mile of railroad operated. The density of traffic is a measure of the earning capacity.

The first table on the opposite page gives the passenger traffic and freight traffic, during the last year, on all of the roads, taken together, and on the five leading roads.

Comparative Passenger and Freight Traffic

In the Middle States, and in the Union, about seven-tenths of the revenue is derived from the freight service, and from the passenger service. The New England roads, on the contrary, as will be seen in the following table, derive more than

Density of Passenger and Freight Traffic in 1898.

RAILROAD COMPANIES.	Passengers Carried One Mile per Mile of Road Operated.	Tons of Freight Carried One Mile per Mile of Road Operated.	Total Pas- sengers and Tons of Freight so Carried.
All Massachusetts companies, .	355,144	639,516	994,660
Boston & Albany,	537,675	1,297,875	1,835,550
Boston & Maine,	283,222	401,319	684,541
Fitchburg,	244,233	1,248,935	1,493,168
New England,	162,522	591,211	753,733
N. Y., New Haven & Hartford, .	518,800	614,418	1,133,218
Averages (five companies), .	362,983	654,380	1,017,313

their aggregate earnings in about equal proportions from passengers and from freight. The varying percentages of the five leading companies for the last year are also shown in this table:—

Comparative Earnings from Passengers and Freight in 1898.

EARNINGS FROM OPERATION.	All Mas- sachusetts Roads.	Boston & Albany.	Boston & Maine.	Fitchburg.	New England.	New York, New Haven, & Hartford.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Passenger revenue,	47.12	48.00	48.06	31.59	35.05	52.44
Freight revenue, .	51.91	49.72	51.83	67.39	64.75	46.44
Other earnings, .	.97	2.28	.11	1.02	.20	1.12
Total, . . .	100.00	100.00	100.00	100.00	100.00	100.00

It will be seen from the foregoing tables that, of the five leading Massachusetts railroads, the Boston & Albany has the greatest density of both passenger and freight traffic; and that the New York, New Haven & Hartford is the more distinctively a passenger road, and the Fitchburg the more distinctively a freight road.

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table :—

Gross Earnings and Expenses of Operation, 1897 and 1898.

EARNINGS AND EXPENSES.	1897.	1898.	Increase.
Revenue from passengers, . . .	\$30,088,123	\$29,805,758	\$282,365*
from mails, express, etc., .	4,657,505	4,874,299	216,794
Revenue from freight, . . .	35,186,981	36,911,662	1,724,681
from elevators, etc., . . .	1,327,732	1,293,322	34,410*
Other earnings from operation, .	674,431	714,493	40,062
Gross earnings from operation,	\$71,934,772	\$73,599,534	\$1,664,762
Operating expenses, . . .	49,413,299	50,890,883	1,477,584
Net earnings from operation, .	\$22,521,473	\$22,708,651	\$187,178

* Decrease.

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from operation, and the gross earnings from operation, on each of the five leading roads for the last year, and on all of the roads for each of the past ten years :—

Gross Earnings from Operation (Five Roads) in 1898.

RAILROAD COMPANIES.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
Boston & Albany, . . .	\$4,435,996	\$4,594,567	\$211,005	\$9,241,568
Boston & Maine, . . .	9,541,035	10,287,842	22,107	19,850,984
Fitchburg, . . .	2,324,665	4,959,424	75,381	7,359,470
New England, . . .	1,952,346	3,606,899	11,401	5,570,646
N. Y., N. H. & Hartford,	15,901,669	14,081,857	339,212	30,322,738
Averages, . . .	\$6,831,142	\$7,506,118	\$131,821	\$14,469,081

Gross Earnings from Operation for Ten Years, 1889-1898.

YEARS.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
1889, . . .	\$28,154,549	\$27,064,064	\$638,288	\$55,856,901
1890, . . .	29,437,712	29,225,214	567,835	59,230,761
1891, . . .	30,938,054	29,732,724	812,326	61,483,104
1892, . . .	32,211,733	30,878,350	1,053,204	64,143,287
1893, . . .	35,579,616	34,360,752	995,562	70,935,930
1894, . . .	33,252,621	29,812,095	1,063,707	64,128,423
1895, . . .	33,396,319	33,682,562	1,076,025	68,154,906
1896, . . .	36,395,024	37,885,071	606,385	74,886,480
1897, . . .	34,745,628	36,514,714	674,431	71,934,773
1898, . . .	34,680,057	38,204,984	714,493	73,599,534

Ratio of Operating Expenses to Gross Earnings.

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from operation of the five leading companies for the last year, and of all the companies for ten years :—

Ratio of Operating Expenses to Gross Earnings (Five Roads) in 1898.

RAILROAD COMPANIES.	Gross Earnings from Operation.	Operating Ex- penses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
Boston & Albany, .	\$9,241,568	\$6,088,069	65.88	\$3,153,499
Boston & Maine, .	19,850,984	13,679,039	68.91	6,171,945
Fitchburg, . . .	7,359,470	5,083,571	69.06	2,275,899
New England, . .	5,570,646	4,227,996	75.90	1,342,650
N. Y., N. H. & Hartford,	30,822,738	20,891,686	68.90	9,431,052
Averages, . . .	\$14,469,081	\$9,994,072	69.07	\$4,475,009

Ratio of Operating Expenses to Gross Earnings, 1889-1898.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
1889,	\$55,856,901	\$37,652,736	67.41	\$18,204,165
1890,	59,230,761	39,660,713	66.96	19,570,048
1891,	61,483,104	42,432,063	69.01	19,051,041
1892,	64,143,287	44,690,012	69.67	19,453,275
1893,	70,935,930	49,503,963	69.79	21,431,967
1894,	64,128,423	44,464,805	69.34	19,663,618
1895,	68,154,906	46,446,304	68.15	21,708,602
1896,	74,886,480	52,862,382	69.92	22,524,098
1897,	71,934,773	49,413,299	68.69	22,521,474
1898,	73,599,534	50,890,883	69.28	22,708,651
Averages, . .	\$66,435,410	\$45,751,716	68.87	\$20,683,694

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the five leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables:—

Earnings and Expenses per Mile of Road Operated (Five Roads) in 1898.

RAILROAD COMPANIES.	Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany,	\$23,459	\$15,454	\$8,005
Boston & Maine,	11,573	7,975	3,598
Fitchburg,	16,076	11,105	4,972
New England,	10,555	8,011	2,544
N. Y., New Haven & Hartford, .	20,709	14,268	6,441
Averages,	\$15,869	\$10,961	\$4,908

Earnings and Expenses per Mile of Road Operated, 1889-1898.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1889, .	\$14,161	\$9,546	\$4,615	1894, .	\$14,813	\$10,271	\$4,542
1890, .	14,984	10,033	4,951	1895, .	15,660	10,672	4,988
1891, .	15,413	10,637	4,776	1896, .	15,845	11,079	4,766
1892, .	15,920	11,092	4,828	1897, .	15,229	10,461	4,768
1893, .	16,390	11,438	4,952	1898, .	15,571	10,766	4,805

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows : —

Earnings and Expenses per Total Revenue-Train Mile, 1889-1898.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1889, .	\$1.596	\$1.090	\$0.506	1894, .	\$1.512	\$1.051	\$0.461
1890, .	1.617	1.083	.534	1895, .	1.637	1.115	.522
1891, .	1.565	1.080	.485	1896, .	1.664	1.163	.501
1892, .	1.554	1.083	.471	1897, .	1.638	1.125	.513
1893, .	1.558	1.088	.470	1898, .	1.637	1.132	.505

Earnings and Expenses per Revenue-Train Mile (Five Roads) in 1898.

RAILROAD COMPANIES.	Gross Earnings per Passenger-Train Mile.	Gross Earnings per Freight-Train Mile.	PER TOTAL REVENUE-TRAIN MILE.		
			Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany, . .	\$1.465	\$1.684	\$1.605	\$1.058	\$0.547
Boston & Maine, . .	1.154	1.875	1.443	.994	.449
Fitchburg, . . .	.976	1.693	1.386	.957	.429
New England, . . .	1.063	2.526	1.706	1.295	.411
N. Y., N. H. & Hartford,	1.449	2.832	1.901	1.310	.591
Averages, . . .	\$1.289	\$2.139	\$1.643	\$1.135	\$0.508

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the five leading railroads of the State, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

Earnings and Expenses per Total Train Mile.

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the five leading roads for the last two years, are stated in the following tables:—

Earnings and Expenses per Total Train Mile, 1889-1898.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1889, .	\$1.297	\$0.874	\$0.423	1894, .	\$1.205	\$0.835	\$0.370
1890, .	1.303	.872	.431	1895, .	1.313	.895	.418
1891, .	1.255	.866	.389	1896, .	1.303	.913	.390
1892, .	1.249	.870	.379	1897, .	1.296	.890	.406
1893, .	1.235	.862	.373	1898, .	1.304	.902	.402

Earnings and Expenses per Total Train Mile (Five Roads) in 1897 and 1898.

RAILROAD COMPANIES.	GROSS EARNINGS.		OPERATING EXPENSES.		NET EARNINGS.	
	1897.	1898.	1897.	1898.	1897.	1898.
Boston & Albany, .	\$1.285	\$1.272	\$0.839	\$0.838	\$0.446	\$0.434
Boston & Maine, .	1.152	1.151	.795	.793	.357	.358
Fitchburg, .	1.137	1.196	.792	.826	.345	.370
New England, .	1.131	1.170	.863	.888	.268	.282
N. Y., N. H. & Hartford,	1.536	1.529	1.039	1.054	.497	.475
Averages, .	\$1.302	\$1.309	\$0.893	\$0.904	\$0.409	\$0.405

FARES AND FREIGHTS.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last twenty-eight years, as ascertained from the annual returns to the Board, is given in the following table :—

*Average Passenger Fare per Mile (All Massachusetts Roads) for
28 Years, 1871 to 1898.*

YEARS.	Fares.	YEARS.	Fares.	YEARS.	Fares.
	Cents.		Cents.		Cents.
1871, . .	2.51	1881, . .	2.02	1891, . .	1.83
1872, . .	2.43	1882, . .	2.00	1892, . .	1.83
1873, . .	2.32	1883, . .	2.00	1893, . .	1.83
1874, . .	2.30	1884, . .	1.92	1894, . .	1.80
1875, . .	2.30	1885, . .	1.88	1895, . .	1.78
1876, . .	2.23	1886, . .	1.88	1896, . .	1.79
1877, . .	2.22	1887, . .	1.85	1897, . .	1.80
1878, . .	2.18	1888, . .	1.90	1898, . .	1.78
1879, . .	2.11	1889, . .	1.87		
1880, . .	2.05	1890, . .	1.82		

The table shows a gradual reduction of the average fare, with occasional slight fluctuations, from 2.51 cents per mile in 1871 to 1.78 cents per mile in 1898. This is a reduction of

*Average Passenger Fare per Mile (Five Roads) in 1870, 1880,
1890 and 1896-98.*

RAILROAD COMPANIES.	1870.	1880.	1890.	1896.	1897.	1898.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . .	2.78	2.09	1.86	1.75	1.75	1.75
Boston & Maine, . .	2.14	2.14	1.83	1.79	1.76	1.74
Fitchburg,	2.56	1.88	1.91	1.77	1.81	1.83
New England, . . .	—	2.12	1.96	1.94	1.97	1.93
N.Y., N. H. & Hartford, .	2.38	1.92	1.73	1.77	1.80	1.77
All five companies, .	2.40	2.01	1.81	1.78	1.79	1.77

29 per cent, or an average reduction of 29 per cent a year.

The preceding table gives the fare on the five leading Massachusetts roads, and as a group, for the years 1896, 1897, and 1898, each of the last three years, 1896.

The average fare the last year (1898) was 1.77 cents per mile, is a reduction of 1.77 cents per mile, is a reduction of 2.40 cents in the corresponding fare of 2.40 cents in 1896.

In the next table, the average fare on four leading railroads, 1898 on four leading railroads, the fares on the four roads are compared with the fares on the four roads in 1865, the percentage of the new fare to the percentage of reduction in each case.

Comparative Passenger Fare per Mile

RAILROAD COMPANIES.	Fare 1865 -
	Cents.
Boston & Albany,	2.81
Boston & Maine,	2.57
Fitchburg,	2.59
N. Y., New Haven & Hartford,	2.32
All four companies,	2.59

The figures in this table indicate a reduction of 2.59 cents per mile in 1865, on the State, as against a corresponding reduction of 2.59 cents per mile in 1898 — a reduction of 32 per cent in the three years.

Freight Rates

In the tables which follow, the freight rates for the transportation of merchandise on the roads of the State are shown for the same years as in the preceding tables and for the same roads. The first table gives the average freight rates on all of the roads for each of the last

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average passenger fares per
 etts railroads, taken singly
 70, 1880 and 1890, and for
 to 1898.

the five roads in question,
 of 26 per cent from the cor-
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passenger fares per mile in
 ten singly and as a group,
 same roads in 1865; and
 the old, and the resulting
 are as follows:—

(Five Roads) in 1865 and 1898.

Year 1898.	Per Cent of 1865 to 1898.	Percentage of Reduction.
1.75	62	38
1.74	64	32
1.83	71	29
1.77	76	24
1.76	68	32

average passenger fare
 leading railroad lines of
 re of 1.76 cents in 1898,
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average rates per ton mile
 on the railroads of this
 intervals of years, for
 intervals of roads, as in the

average rate per ton mile on
 any eight years:—

*Average Freight Rate per Ton Mile (All Massachusetts Roads) for
 28 Years, 1871 to 1898.*

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1871, . . .	3.11	1881, . . .	1.71	1891, . . .	1.42
1872, . . .	2.81	1882, . . .	1.71	1892, . . .	1.36
1873, . . .	2.75	1883, . . .	1.72	1893, . . .	1.39
1874, . . .	2.64	1884, . . .	1.64	1894, . . .	1.33
1875, . . .	2.45	1885, . . .	1.59	1895, . . .	1.28
1876, . . .	2.17	1886, . . .	1.64	1896, . . .	1.28
1877, . . .	2.07	1887, . . .	1.62	1897, . . .	1.25
1878, . . .	1.92	1888, . . .	1.55	1898, . . .	1.22
1879, . . .	1.82	1889, . . .	1.50		
1880, . . .	1.84	1890, . . .	1.45		

The average freight rate of 3.11 cents per mile in 1871 fell, as
 appears in the table, by constant and rapid gradations year by
 year to 1.82 cents in 1879. With some after fluctuations, but
 on a gradually descending scale, it has reached and maintained
 the last year its lowest point at 1.22 cents per ton mile—a
 reduction of 61 per cent from the rate of 3.11 cents in 1871.

The following table shows the average rate per ton mile on
 the five leading railroads of the State, taken singly and as a
 group, in 1870, 1880 and 1890, and for each of the last three
 years, 1896 to 1898:—

*Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880,
 1890 and 1896-98.*

RAILROAD COMPANIES.	1870.	1880.	1890.	1896.	1897.	1898.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.19	1.21	1.11	.94	.92	.83
Boston & Maine, . . .	4.45	2.56	1.76	1.53	1.45	1.48
Fitchburg,	4.81	1.37	.99	.86	.87	.82
New England,	—	2.86	1.22	1.11	1.07	1.10
N. Y., N. H. & Hartford, .	4.09	2.41	2.07	1.57	1.54	1.51
All five companies, . .	2.95	1.65	1.44	1.27	1.25	1.21

29 per cent, or an average reduction of a little more than one per cent a year.

The preceding table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1896 to 1898.

The average fare the last year on the five roads in question, 1.77 cents per mile, is a reduction of 26 per cent from the corresponding fare of 2.40 cents in 1870.

In the next table, the average passenger fares per mile in 1898 on *four* leading railroads, taken singly and as a group, are compared with the fares on the same roads in 1865; and the percentage of the new fare to the old, and the resulting percentage of reduction in each case, are as follows: —

Comparative Passenger Fare per Mile (Four Roads) in 1865 and 1898.

RAILROAD COMPANIES.	Fare 1865.	Fare 1898.	Per Cent of 1898 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany,	2.81	1.75	62	88
Boston & Maine,	2.57	1.74	68	82
Fitchburg,	2.59	1.83	71	29
N. Y., New Haven & Hartford, .	2.32	1.77	76	24
All four companies, . . .	2.59	1.76	68	82

The figures in this table indicate an average passenger fare of 2.59 cents per mile in 1865, on the leading railroad lines of the State, as against a corresponding fare of 1.76 cents in 1898, — a reduction of 32 per cent in the intervening period of thirty-three years.

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this State are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last twenty-eight years: —

Average Freight Rate per Ton Mile (All Massachusetts Roads) for 28 Years, 1871 to 1898.

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1871, . .	3.11	1881, . .	1.71	1891, . .	1.42
1872, . .	2.81	1882, . .	1.71	1892, . .	1.36
1873, . .	2.75	1883, . .	1.72	1893, . .	1.39
1874, . .	2.64	1884, . .	1.64	1894, . .	1.33
1875, . .	2.45	1885, . .	1.59	1895, . .	1.28
1876, . .	2.17	1886, . .	1.64	1896, . .	1.28
1877, . .	2.07	1887, . .	1.62	1897, . .	1.25
1878, . .	1.92	1888, . .	1.55	1898, . .	1.22
1879, . .	1.82	1889, . .	1.50		
1880, . .	1.84	1890, . .	1.45		

The average freight rate of 3.11 cents per mile in 1871 fell, as appears in the table, by constant and rapid gradations year by year to 1.82 cents in 1879. With some after fluctuations, but on a gradually descending scale, it has reached and maintained the last year its lowest point at 1.22 cents per ton mile—a reduction of 61 per cent from the rate of 3.11 cents in 1871.

The following table shows the average rate per ton mile on the *five* leading railroads of the State, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1896 to 1898:—

Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1896-98.

RAILROAD COMPANIES.	1870.	1880.	1890.	1896.	1897.	1898.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . .	2.19	1.21	1.11	.94	.92	.83
Boston & Maine, . .	4.45	2.56	1.76	1.53	1.45	1.43
Fitchburg,	4.81	1.37	.99	.86	.87	.82
New England, . . .	—	2.86	1.22	1.11	1.07	1.10
N. Y., N. H. & Hartford, .	4.09	2.41	2.07	1.57	1.54	1.51
All five companies, .	2.95	1.65	1.44	1.27	1.25	1.21

The table finds the average rate on the foregoing group of roads to have been 2.95 cents per ton mile in the year 1870. The corresponding rate for the last year is 1.21 cents. This is a reduction of 59 per cent.

The next table compares the average freight rates in 1898, on *four* leading railroads, taken singly and as a group, with the rates on the same roads in 1865; and, as in the corresponding table of passenger fares, gives the percentage of the later to the earlier rate, and the percentage of reduction, for each and all of the four roads:—

Comparative Freight Rate per Ton Mile (Four Roads) in 1865 and 1898.

RAILROAD COMPANIES.	Rate 1865.	Rate 1898.	Per Cent of 1898 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany, . . .	3.86	.83	22	78
Boston & Maine, . . .	4.83	1.48	31	69
Fitchburg,	4.78	.82	17	83
N. Y., New Haven & Hartford, .	3.82	1.51	40	60
All four companies, . . .	4.16	1.23	30	70

It appears by this table that the average freight rate, on four of the leading railroad lines of the State, has fallen from 4.16 cents in 1865 to 1.23 cents in 1898—a reduction of 70 per cent in thirty-three years.

In comparing the present passenger and freight rates of the selected groups of companies named in the foregoing tables with their corresponding rates in former years, the operations for those years of the more important railroad lines of this State which have been since consolidated with or leased to the companies in question have been included in the computation of the rates as given in the tables. This, which was necessary to a fair comparison, may account for an apparent discrepancy between some of the figures in these tables and those of similar tables in earlier reports.

COST OF REPAIRS, WAGES AND FUEL.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the five leading roads for the last year, appears in the following tables:—

Cost of Repairs, etc., per Total Train Mile, 1893-1898.

REPAIRS, WAGES, ETC.	1893.	1894.	1895.	1896.	1897.	1898.
Repair of roadbed,*	\$0.100	\$0.100	\$0.100	\$0.121	\$0.120	\$0.119
Renewal of rails,	.016	.016	.011	.008	.015	.010
Repair of bridges,	.018	.017	.012	.013	.012	.013
Repair of locomotives,	.039	.031	.049	.044	.047	.048
Repair of passenger cars,	.034	.029	.034	.040	.037	.037
Repair of freight cars,	.046	.033	.034	.043	.033	.038
Wages,	.298	.306	.310	.310	.309	.312
Fuel,	.101	.106	.109	.100	.100	.100
Totals,	\$0.652	\$0.638	\$0.659	\$0.679	\$0.673	\$0.677

Cost of Repairs, etc., per Total Train Mile (Five Roads) in 1898.

REPAIRS, WAGES, ETC.	Boston & Albany.	Boston & Maine.	Fitchburg.	New England.	N. Y., N. H. & Hartford.	Averages.
Repair of roadbed,*	\$0.156	\$0.107	\$0.095	\$0.111	\$0.128	\$0.120
Renewal of rails,	.005	.008	.011	.013	.013	.010
Repair of bridges,	.005	.013	.006	.016	.016	.013
Repair of locomotives,	.050	.035	.068	.046	.054	.048
Repair of passenger cars,†	.080	.063	.049	.064	.096	.078
Repair of freight cars,‡	.072	.120	.130	.140	.143	.122
Wages,	.293	.278	.247	.272	.377	.312
Fuel,	.101	.093	.105	.101	.106	.101
Totals,	\$0.762	\$0.717	\$0.711	\$0.763	\$0.933	\$0.804

The next table gives the cost of repairs per locomotive and per car on each of the same five roads the last year:—

* Including renewal of ties.

† Per total passenger-train mile (including baggage, express and mail cars).

‡ Per total freight-train mile.

Cost of Repairs per Locomotive and per Car (Five Roads) in 1898.

RAILROAD COMPANIES.	Per Locomotive.	Per Passenger Car.*	Per Freight Car.	Totals.
Boston & Albany, . . .	\$1,494 72	\$668 42	\$35 67	\$2,198 81
Boston & Maine, . . .	907 23	430 46	60 35	1,398 04
Fitchburg,	1,993 43	454 65	76 22	2,524 30
New England,	1,136 59	437 47	63 39	1,637 45
N. Y., N. H. & Hartford, .	1,502 69	677 80	67 61	2,248 10
Averages,	\$1,322 31	\$561 95	\$61 20	\$1,945 46

* Including baggage, express and mail cars.

ROLLING STOCK.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years : —

Schedule of Rolling Stock, 1892-1898.

ROLLING STOCK.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
Locomotives, . . .	1,779	1,955	1,956	1,982	2,062	2,069	2,072
Passenger cars, . .	2,835	3,093	3,156	3,139	3,217	3,192	3,174
Baggage, express and mail cars, . .	496	518	521	517	569	569	577
Freight cars, . . .	35,553	36,968	38,476	37,116	39,423	37,036	35,491
Gravel cars, etc., .	2,036	3,342	1,493	1,519	1,928	1,920	1,890

NUMBER OF EMPLOYEES.

The average number of persons employed during the last year by all of the railroad corporations making returns to the Board was 51,602. The following table gives the average number of employees for each of the last ten years :—

Average Number of Employees, 1889-1898.

YEARS.	Number of Employees.	YEARS.	Number of Employees.
1889,	38,909	1894,	46,727
1890,	40,350	1895,	46,533
1891,	42,289	1896,	52,127
1892,	44,784	1897,	50,924
1893,	48,831	1898,	51,602

It appears that 678 more persons were employed the last than the preceding year, and 12,674 more than were employed ten years ago.

RECEIPTS OF FLOUR AND GRAIN IN BOSTON.

The receipts of flour and grain at Boston during the year ending September 30, 1898, were larger than during the preceding year. The receipts of flour, however, were less than the average of the last ten years, during which period there was not so much fluctuation as in the receipts of grain, the largest having been 3,299,559 barrels in 1893, and the smallest 2,084,156 barrels in 1897, but generally being about 3,000,000. A large part of the flour is brought in sacks, being more convenient than barrels for shipping, but the flour so brought is reduced to barrels in the tables.

The receipts of wheat were larger than in any year since our record has been kept, except 1896. There has been a very large increase during the last ten years, due to the large exportation.

The receipts of corn were considerably larger than for last year, when they exceeded the receipts for any one of the ten preceding years, and were a little more than double the receipts of 1888.

Of oats there was a large increase, being three and a half millions larger than for 1897, and more than double the receipts of 1888, since which year the receipts have not greatly varied until last year.

As will be seen by the following table the Boston & Albany brings the largest proportion of flour, the Fitchburg the largest proportion of wheat, corn and oats, the last being slightly in excess of the receipts by the Boston & Albany.

Receipts by the different Routes in 1898.

RAILROAD AND OTHER ROUTES.	Flour.	Wheat.	Corn.	Oats.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Boston & Albany Railroad,	45.7	36.1	28.9	39.0
Boston & Maine Railroad,	13.6	9.2	15.9	12.2
Fitchburg Railroad,	31.0	54.7	51.1	40.4
New England Railroad,	8.6	—	4.1	7.3
N. Y., N. H. & Hartford Railroad, . .	1.1	—	—	1.1
All other routes,	—	—	—	—
Totals,	100.0	100.0	100.0	100.0

* The tables on the following pages, and similar tables for more than twenty-five years past, have been compiled by the Clerk of the Board, Mr. WILLIAM A. CRAFTS.

Receipts of Flour and Wheat in Boston for Ten Years (ending September 30), 1889 to 1898.

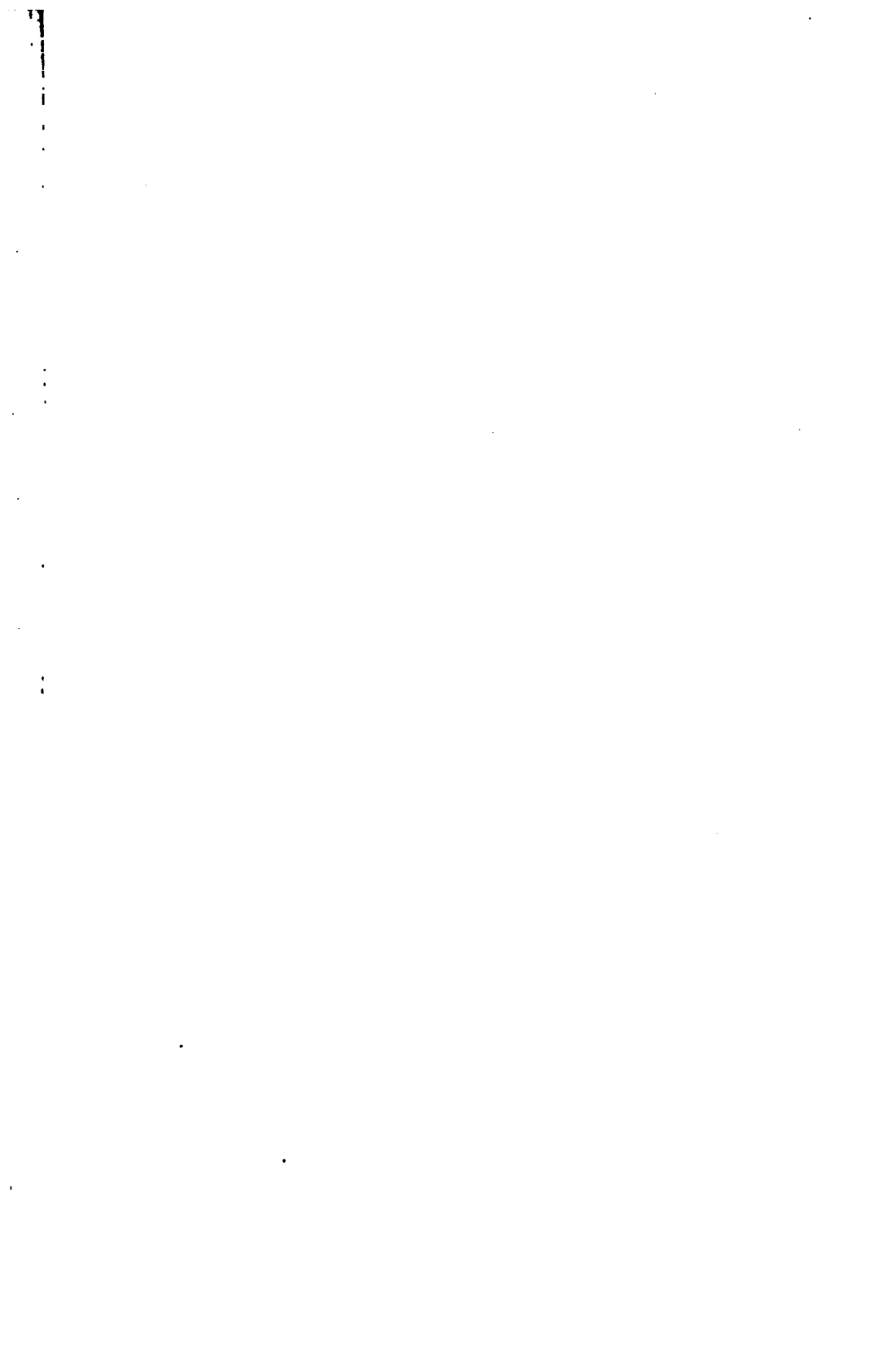
ROUTE.	1889.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.
RECEIPTS OF FLOUR—BARRELS.										
Boston & Albany Railroad, .	1,149,132	1,089,714	986,568	1,274,089	1,432,986	1,314,407	1,214,548	860,378	969,103	1,089,968
Boston & Maine Railroad, .	86,561	117,128	133,694	179,129	337,222	293,147	435,404	426,448	361,956	325,525
Fitchburg Railroad, .	946,319	764,810	995,889	1,015,671	1,126,360	1,248,022	1,125,331	878,231	541,880	740,478
New England Railroad, .	197,620	279,759	433,085	356,001	310,943	313,253	273,586	289,733	198,566	205,263
N. Y., N. H. & Hartford R.R.,	—	—	—	—	39,619	61,689	65,839	62,618	12,651	26,309
All other routes, . . .	62,513	216,372	208,576	345,087	52,429	23,262	15,786	—	—	—
Total barrels of Flour, .	2,442,145	2,468,283	2,757,812	3,169,977	3,299,559	3,253,680	3,130,494	2,517,408	2,084,156	2,387,543
RECEIPTS OF WHEAT—BUSHELS.										
Boston & Albany Railroad, .	229,310	92,400	346,714	1,990,232	1,023,051	1,843,828	1,990,897	4,991,187	3,390,788	4,567,116
Boston & Maine Railroad, .	3,720	20,100	22,184	1,011,633	663,428	555,364	526,002	1,332,596	372,026	1,161,090
Fitchburg Railroad, .	166,726	640,760	1,052,950	4,801,635	2,283,956	3,359,639	5,247,146	6,561,011	5,893,038	6,908,491
New England Railroad, .	1,040	3,000	2,840	17,852	387,777	838,036	532,182	283,516	849,044	3,129
N. Y., N. H. & Hartford R.R.,	—	—	—	—	—	2,756	2,900	600	—	650
All other routes, . . .	—	1,600	7,010	13,224	—	—	—	—	—	—
Total bushels of Wheat, .	400,796	757,860	1,431,702	7,834,576	4,338,212	6,599,623	8,229,127	13,168,910	10,494,896	12,640,476

* Year ending June 30.

Receipts of Corn and Oats in Boston for Ten Years (ending September 30), 1889 to 1898.

ROUTE.	1889.	1890.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.
RECEIPTS OF CORN - BUSHELS.										
Boston & Albany Railroad, .	5,405,780	4,111,480	3,590,100	3,851,653	3,803,312	3,481,800	1,736,930	3,500,468	4,845,968	3,733,226
Boston & Maine Railroad, .	577,770	530,585	434,772	393,590	882,320	1,020,898	598,748	1,214,311	1,971,236	2,060,899
Fitchburg Railroad, .	4,895,789	5,918,995	2,494,308	2,854,926	2,731,304	3,043,302	2,262,817	3,526,379	5,077,423	6,599,092
New England Railroad, .	741,915	335,925	546,841	608,571	817,378	1,140,320	1,463,920	1,007,872	639,416	530,660
N. Y., N. H. & Hartford R.R.,	-	-	-	-	686	15,560	19,955	43,226	6,772	2,717
All other routes, . . .	10	81,830	23,600	59,842	7,657	-	4,236	-	-	-
Total bushels of Corn, .	11,621,264	10,928,815	7,089,621	7,768,582	8,242,656	8,701,875	6,086,466	9,292,256	12,540,815	12,926,594
RECEIPTS OF OATS - BUSHELS.										
Boston & Albany Railroad, .	2,421,865	2,135,709	2,096,900	2,313,693	2,818,524	2,534,226	2,254,921	2,005,374	3,618,447	5,334,919
Boston & Maine Railroad, .	637,560	976,783	994,099	1,807,763	1,242,920	1,078,396	1,473,737	1,990,616	2,781,471	1,663,644
Fitchburg Railroad, .	3,056,765	3,367,621	2,776,275	3,160,819	2,917,545	2,779,769	2,494,605	1,837,415	2,522,609	5,534,847
New England Railroad, .	246,450	639,600	861,195	626,887	840,066	860,758	768,670	1,496,543	1,147,883	1,006,525
N. Y., N. H. & Hartford R.R.,	-	-	-	-	28,190	38,300	134,188	495,739	111,376	155,097
All other routes, . . .	3,000	65,878	84,250	180,580	-	-	-	-	-	-
Total bushels of Oats, .	6,365,640	7,185,591	6,812,719	8,089,742	7,847,245	7,291,449	7,126,121	7,325,687	10,181,786	13,694,032

* Year ending June 30.



COMMISSIONERS' REPORT.

Part 2.

STREET RAILWAY COMPANIES.

STREET RAILWAYS.

MASSACHUSETTS STREET RAILWAY COMPANIES.

Annual reports for the year ending September 30, 1898, have been received from one hundred and three street railway companies — ten more than in 1897.

The Randolph, having been consolidated (September 1, 1897) with the Braintree, has been dropped from the list of companies.

During the last fiscal year the Fall River was consolidated (April 30, 1898) with the Globe; the Hull (March 1, 1898) with the Hingham; the Milford & Hopedale (December 1, 1897) with the Milford, Holliston & Framingham; the Nantasket Electric (March 1, 1898) with the Hingham; and the People's (April 30, 1898) with the Lowell, Lawrence & Haverhill; but the consolidated companies have made returns up to these several dates, and appear in this report.

Ten new companies were organized during the last fiscal year under the general law: The Boston, Milton & Brockton, the East Taunton, the Fitchburg & Suburban, the Framingham, Southborough & Marlborough, the Mansfield & Easton, the Norfolk Southern, the Norton & Taunton, the Providence & Taunton,* the Webster & Dudley, and the Worcester & Clinton. The railways of five of these companies were in operation at the end of the year, and those of the other five were in process of construction.

Four companies were chartered in 1898 by special act: The Fitchburg & Ashby, the Milford, Attleborough & Woonsocket, the Plymouth & Sandwich, and the Providence & Taunton.* No one of these companies made a report, or, with the excep-

* The "Providence & Taunton" first named was organized under the general law, and the "Providence & Taunton" last named was chartered by special act to build a railway upon substantially the same route. The railway has in fact been built and is now under operation by the former company.

tion of the Plymouth & Sandwich, has since the close of the fiscal year, so far as known to the Board, commenced to construct a railway.

The Palmer & Monson, chartered by special act in 1897, has completed and is operating its railway.

The Newtonville & Watertown was operated by the Newton & Boston under a contract which had been duly approved by the Board. The Framingham, Southborough & Marlborough was operated by the Marlborough under an agreement which had not been approved.

At the end of the year, seventy-nine out of the one hundred and three reporting companies were operating their railways; the railways of thirteen companies were operated by other companies under lease or contract; six companies had organized and paid in a portion of their capital stock, but had not completed their railways; and five companies had been consolidated with other companies during the year.

RAILWAY CONSTRUCTION AND MILEAGE.

New Construction.

As will appear in the following tables, there have been added the last year to the mileage* of the Massachusetts companies, 123.284 miles of street railway line, and 1.028 miles of second main track — making 124.312 miles of additional main track. There have also been added 3.712 miles of side track — making a total addition of 128.024 miles of track reckoned as single track. All of this is newly built railway.

Mileage Owned.

The Massachusetts companies now own, as shown in the following table, 1,329.459 miles of street railway line, 208.516 miles of second main track, and 106.685 miles of side track — making the total length of track owned 1,644.660 miles. The increase over the previous year is also stated in the table:—

* Street railway mileage has usually been computed on a different basis from railroad mileage—the latter being based on length of *line* between terminal points, without regard to number of tracks, and the former on length of *main track*; so that a *double-track* street railway line 10 miles long has been credited with a mileage of 20 miles. In this and other recent reports street railway mileage is given according to both length of *line* and length of *main track*. See 27th Annual Report, January, 1896, page 86.

Street Railway Mileage Owned, 1897 and 1898.

MILEAGE OWNED.	1897.	1898.	Increase.
	Miles.	Miles.	Miles.
Length of railway line,	1,206.175	1,329.459	123.284
Length of second track,	207.488	208.516	1.028
Total length of main track, . . .	1,413.663	1,537.975	124.312
Length of side track,	102.973	106.685	3.712
Total, reckoned as single track, .	1,516.636	1,644.660	128.024

Mileage Operated.

The next table shows the length of main track operated, September 30, 1897 and 1898, and the motive power used. The length of main track *operated* (it will be noticed) exceeds by 52.977 miles the length *owned*, owing to the joint use of the same track by more than one company.

Mileage Operated and Motive Power Used, 1897 and 1898.

MAIN TRACK OPERATED.*	1897.	1898.	Increase.
	Miles.	Miles.	Miles.
By horse power only,	11.945	7.497	4.448†
By electric power only,	1,428.196	1,570.804	142.108
By horse and electric power, . . .	13.151	13.151	—
Total main track operated, . . .	1,453.292	1,590.952	137.660

* Including trackage rights.

† Decrease.

All of the street railway mileage owned and operated as above is located in this State, excepting 4.750 miles of main track and .225 miles of side track belonging to the Interstate Consolidated, and 16.732 miles of main track belonging to the Woonsocket—in all 21.707 miles of track—which are located in the State of Rhode Island.

The table on the following page gives the number of existing street railway companies, the length of main track owned, and the length equipped for horse and electric power respectively, at intervals of ten years from 1860 to 1880, and for each year of the last decade:—

*Number and Mileage of Street Railway Companies, 1860, 1870,
1880, and 1889-1898.*

YEARS.	Number of Companies.	Total Length of Main Track.*	Increase.	Equipped for Horse Power.	Equipped for Electric Power.
		Miles.	Miles.	Miles.	Miles.
1860, . . .	20	88.87	—	88.87	—
1870, . . .	23	139.44	50.57	139.44	—
1880, . . .	29	222.54	83.10	222.54	—
1889, . . .	46	574.17	351.63	523.65	50.52
1890, . . .	48	612.38	38.21	451.52	160.86
1891, . . .	56	672.45	60.07	383.42	289.03
1892, . . .	61	754.85	82.40	258.55	496.30
1893, . . .	60	874.14	119.29	163.06	711.08
1894, . . .	68	928.84	54.70	103.87	824.97
1895, . . .	75	1,077.99	149.15	61.80	1,016.19
1896, . . .	83	1,276.75	198.76	35.13	1,241.62
1897, . . .	93	1,413.66	136.91	11.95	1,401.71
1898, . . .	103	1,537.98	124.32	7.50	1,530.48

* Length of main track owned.

COST AND CAPITAL INVESTMENT PER MILE.

The average cost of the street railways of the State per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1898, was \$22,536.78 for construction; \$8,956.98 for equipment; and \$11,735.01 for lands, buildings (including power plants) and other permanent property — making a total average cost of \$43,228.77 per mile of main track.

These figures furnish but little clue, however, to the cost of any particular railway — reference for which must be had to the tabulations in the Appendix. The cost per mile of main track, as reported by the several companies whose railways are completed and equipped, ranges from about \$10,000 in a country town to over \$98,000 in the city of Boston.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years : —

Cost and Capital Investment per Mile of Main Track, 1889-1898.

YEARS.	Construction.	Equipment.	Other Permanent Property.*	Total Cost per Mile.	Capital Investment per Mile.†
1889, . . .	\$16,180	\$7,880	\$11,116	\$35,176	\$33,907
1890, . . .	17,385	10,658	11,415	39,408	38,256
1891, . . .	17,919	11,614	12,202	41,735	40,890
1892, . . .	19,520	15,215	12,558	47,293	46,184
1893, . . .	26,792	11,739	15,455	53,986	53,367
1894, . . .	26,748	11,528	15,356	53,632	52,963
1895, . . .	23,984	10,479	14,266	48,729	49,120
1896, . . .	23,396	9,805	12,840	46,041	46,373
1897, . . .	22,755	9,374	12,329	44,458	44,683
1898, . . .	22,537	8,957	11,735	43,229	44,958
Averages, .	\$21,717	\$10,725	\$12,927	\$45,369	\$45,070

* Chiefly lands and buildings. † Outstanding capital stock and net debt.

In the next table, the cost and capital investment per mile of main track are given for each of the ten leading street railways* of the State, as reported to the Board by the several companies owning the same, September 30, 1898:—

Cost and Capital Investment per Mile of Main Track (Ten Railways).*

RAILWAYS.	Construction and Equipment.	Other Permanent Property.	Total Cost per Mile.	Capital Investment per Mile.
Brockton,	\$26,565	\$8,433	\$34,998	\$34,327
Globe (Fall River), . .	67,409	8,038	75,447	74,887
Holyoke,	21,937	8,028	29,965	27,951
Lowell, Law. & Haverhill, .	38,207	10,588	48,795	47,401
Lowell & Suburban, . .	24,531	11,473	36,004	36,169
Lynn & Boston, . . .	47,155	11,696	58,851	59,201
Springfield,	25,390	10,201	35,591	31,362
Union (New Bedford), .	35,002	12,897	47,899	45,416
West End (Boston, etc), .	58,049	40,552	98,601	103,655
Worcester Consolidated, .	41,606	6,198	47,804	44,675
Averages,	\$44,284	\$20,937	\$65,221	\$66,239

* Including all the railways that carry over 3,775,000 passengers a year.

ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1898, were \$77,607,326.06. The several classes of assets, and the increase in each class as compared with 1897, are shown in detail in the following table:—

Gross Assets, September 30, 1897 and 1898.

ASSETS.	1897.	1898.	Increase.
Construction,	\$32,167,860	\$34,661,007	\$2,493,147
Equipment,	13,251,398	13,775,625	524,227
Lands and buildings,	16,832,555	17,362,946	530,391
Other permanent property, . .	596,685	685,199	88,514
Cash and current assets, . . .	3,370,650	7,130,861	3,760,211
Miscellaneous assets,	1,290,768	3,991,688	2,700,920
Gross Assets,	\$67,509,916	\$77,607,326	\$10,097,410

The gross liabilities at the same date, including capital stock, were \$75,889,624.63. The several kinds of liabilities, and the amount of each as compared with 1897, were as follows:—

Gross Liabilities, September 30, 1897 and 1898.

LIABILITIES.	1897.	1898.	Increase.
Capital stock,	\$32,670,273	\$38,933,917	\$6,263,644
Funded debt,	28,007,600	29,132,700	1,125,100
Real estate mortgages,	42,100	40,100	2,000*
Current liabilities,	4,522,836	5,300,065	777,229
Accrued liabilities,	1,240,605	2,482,843	1,242,238
Gross liabilities,†	\$66,483,414	\$75,889,625	\$9,406,211
Surplus,	1,026,502	1,717,701	691,199
Sinking and other special funds,	53,528	385,649	332,121

* Decrease.

† Exclusive of sinking and other special funds.

It will be seen by comparing the last two tables, that while there was an increase in gross liabilities of \$9,406,211 over the previous year, there was a gain of \$10,097,410 in gross assets

— a balance of \$691,199 in favor of the companies, increasing by that amount their aggregate surplus.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table : —

Gross Assets, Liabilities and Surplus for Ten Years, 1889–1898.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Percentage of Surplus to Capital.
1889,	\$21,466,720	\$20,739,980	\$726,740	5.91
1890,	26,317,809	25,611,989	705,820	4.74
1891,	31,777,906	31,210,768	567,138	2.90
1892,	39,681,770	38,794,815	886,955	3.55
1893,	50,130,273	49,589,688	540,585	2.00
1894,	53,641,581	53,020,295	621,286	2.80
1895,	56,212,671	55,357,081	855,590	3.06
1896,	62,187,775	61,117,714	1,070,061	3.48
1897,	67,509,916	66,483,414	1,026,502	3.14
1898,	77,607,326	75,889,625	1,717,701	4.41
Averages, . .	\$48,648,375	\$47,781,537	\$866,838	3.42

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending September 30, 1898, was \$18,247,235.81, and the total expenditures (including dividends) were \$17,789,466.79 — leaving a net balance of \$457,769.02 to carry to surplus.

The sources of total income, and the amount derived from each source as compared with 1897, were as follows : —

Total Income, 1897 and 1898.

INCOME.	1897.	1898.	Increase.
Gross earnings from operation, .	\$15,815,267	\$16,915,405	\$1,100,138
Rentals from lease of railway, .	61,540	1,218,595	1,157,055
Income from other sources, .	22,032	113,236	91,204
Total Income,	\$15,898,839	\$18,247,236	\$2,348,397

The items of total expenditure, with the increase in each item over the previous year, are shown in the following table:—

Total Expenditures, 1897 and 1898.

EXPENDITURES.	1897.	1898.	Increase.
Expenses of operation, . . .	\$10,904,040	\$11,692,731	\$768,691
Interest on debt and loans, . . .	1,489,991	1,568,044	78,053
Taxes,	592,454	854,802	262,348
Rentals of leased railways, . . .	128,819	1,279,515	1,150,696
Other charges on income, . . .	190,888	338,142	147,754
Dividends paid,	1,965,243	2,076,233	110,990
Total Expenditures, . . .	\$15,270,935	\$17,789,467	\$2,518,532
Surplus for the year,	627,904	457,769	170,135*

* Decrease.

A comparison of the two preceding tables will show that the balance of total income above operating expenses was \$6,574,-505, and that the interest and other charges amounted to \$4,040,503; leaving as the net divisible income \$2,534,002—which was less by \$59,145 than the corresponding net for 1897.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the one hundred and three companies, September 30, 1898, was \$38,933,916.50—a net increase of \$6,263,644.00 over the preceding year, resulting from additions and deductions in the case of the following companies:—

Additions:—

Boston Elevated,	\$4,700,000 00
Braintree,	30,000 00
Bridgewater, Whitman & Rockland,	12,200 00
Boston, Milton & Brockton (a new company),	40,000 00
Conway Electric,	10,800 00
East Taunton (a new company),	33,544 00
Fitchburg & Suburban (a new company),	50,000 00
Framingham, Southborough & Marlborough (a new company),	80,000 00

Globe (Fall River),	\$50,000 00
Hingham,	28,500 00
Holyoke,	100,000 00
Mansfield & Easton (a new company),	70,000 00
Mansfield & Norton,	14,960 00
Milford, Holliston & Framingham,	60,000 00
Newton,	26,125 00
Newton & Boston,	25,000 00
Norfolk Southern (a new company),	122,500 00
Norton & Attleborough,	34,760 00
Norton & Taunton (a new company),	80,000 00
Palmer & Monson (a new company),	36,030 00
Pittsfield Electric,	20,000 00
Plum Island Electric (Newbury, etc.),	37,000 00
Providence & Taunton (a new company),	175,000 00
Quincy & Boston,	80,000 00
Salem & Wakefield,	67,500 00
Springfield,	291,700 00
Webster & Dudley (a new company),	44,225 00
Worcester & Clinton (a new company),	91,500 00
Woronoco (Westfield),	25,000 00

Total additions to capital stock,	<u>\$6,436,344 00</u>
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Deductions:—

Fall River (consolidated with the Globe),	\$50,000 00
Framingham Union,*	30,000 00
Hull (consolidated with the Hingham),	20,000 00
Milford & Hopedale (consolidated with the Milford, Holliston & Framingham),	60,000 00
Nantasket Electric (consolidated with the Hingham),	12,500 00
People's (consolidated with the Lowell, Lawrence & Haverhill),	200 00

Total deductions from capital stock,	<u>\$172,700 00</u>
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Net increase of capital stock,	\$6,263,644 00
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During the year ending September 30, 1898, the Board authorized and approved, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, an increase and issue of capital stock by the several companies, and for the several amounts, shown in the table on the following page.

* On the petition of this company its capital stock was reduced May 18, 1898, from \$80,000 to \$30,000.

Issues of Capital Stock Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Braintree,	January 27, 1898,	\$30,000*
Braintree,	March 21, 1898,	30,000
Conway Electric,	May 10, 1898,	12,000
Fitchburg & Suburban,	July 22, 1898,	50,000
Globe (Fall River),	April 12, 1898,	50,000
Hingham,	March 18, 1898,	28,500
Holyoke,	March 7, 1898,	100,000
Milford, Holliston & Framingham,	November 15, 1897,	60,000
Mystic Valley (Stoneham, etc.),	July 14, 1898,	50,000
Norfolk Central (Dedham, etc.),	July 7, 1898,	25,000
Norfolk Southern (Dedham, etc.),	February 10, 1898,	200,000
Norton & Attleborough,	January 19, 1898,	40,000
Norton & Taunton,	April 12, 1898,	80,000
Palmer & Monson,	July 9, 1898,	60,000
People's (West Newbury),	November 11, 1897,	20,000
People's (West Newbury),	December 22, 1897,	15,000
Pittsfield Electric,	April 28, 1898,	20,000
Plum Island Electric (Newbury, etc.),	November 4, 1897,	30,000
Plum Island Electric (Newbury, etc.),	July 22, 1898,	10,000
Providence & Taunton,	July 19, 1898,	175,000
Quincy & Boston,	November 9, 1897,	80,000
Salem & Wakefield,	November 12, 1897,	75,000
Springfield,	April 25, 1898,	291,700
Wellesley & Boston,	July 7, 1898,	15,000
Total amount authorized,		\$1,547,200

* Authority revoked March 21, 1898, no stock having been issued.

Dividends.

The total amount of cash dividends declared the last year was \$2,076,233 — an increase of \$110,990 over the preceding year. Forty-nine out of the one hundred and three companies paid dividends ranging from $2\frac{1}{4}$ to 8 per cent, and fifty-four companies, new and old, declared and paid no dividends.

Eleven companies paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common stock; one paid 7 per

cent; one paid $6\frac{1}{4}$ per cent; nineteen paid 6 per cent; four paid 5 per cent; four paid 4 per cent; three paid $3\frac{1}{2}$ per cent; three paid 3 per cent; one paid $2\frac{1}{2}$ per cent; and one paid $2\frac{1}{4}$ per cent.

The amount of the capital stock of the forty-nine dividend-paying companies was \$33,649,950.00, on which the average rate of dividend was 6.17 per cent as against a corresponding rate of 6.91 per cent the preceding year. The amount of the capital stock of the fifty-four companies paying no dividends, was \$5,283,966.50. Including the latter, the average dividend rate on the whole amount of capital stock outstanding at the end of the year, was 5.33 per cent, as against 6.02 per cent in 1897. Computed (as it more properly might be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 5.80 per cent, as against 6.20 per cent in 1897.

The following table gives the total capital stock outstanding at the end of the year; the net divisible income after paying all expenses, taxes, interest, rentals and other charges; the amount of cash dividends declared; and the average percentage of dividends on total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1889-1898.

YEARS.	Capital Stock.	Net Divisible Income.	Cash Dividends Declared.	Percentage on Total Capital Stock.
1889,	\$12,290,740	\$1,025,758	\$838,649	6.82
1890,	14,879,130	1,480,116	963,154	6.47
1891,	19,553,952	1,299,153	1,100,015	5.68
1892,	23,590,536	1,905,680	1,582,697	6.71
1893,	25,883,575	1,993,399	1,716,637	6.63
1894,	26,971,275	1,812,668	1,610,886	5.97
1895,	27,906,685	2,257,355	1,606,196	5.76
1896,	30,727,818	2,280,776	1,802,847	5.87
1897,	32,670,273	2,593,147	1,965,243	6.02
1898,	38,933,917	2,534,002	2,076,233	5.33
Averages, . .	\$25,340,790	\$1,913,205	\$1,526,256	6.02

STREET RAILWAY COMPANIES.

FUNDED AND

FLOATING DEBT.

The aggregate funded debt of the companies, September 30, 1898, was \$29,132,700—a net increase of \$1,125,100 over preceding year, resulting from additions and deductions in case of the following companies:

Additions:—	
Bridgewater, Whitman & Rockland,	\$85,000
Hingham,	34,000
Leominster & Clinton,	80,000
Lowell, Lawrence and Haverhill,	124,000
Milford, Holliston & Framingham,	165,000
Norfolk Central (Dedham, etc.),	60,000
Norton & Attleborough,	40,000
Norton & Taunton,	80,000
Providence & Taunton,	150,000
Rockland & Abington,	12,500
Shelburne Falls & Colrain,	8,100
Southbridge & Sturbridge,	10,000
Warren, Brookfield & Spencer,	57,000
Worcester & Marlborough,	200,000
Worcester & Suburban,	13,500
Woronoco (Westfield),	35,000

Total additions to funded debt, **\$1,154,100**

Deductions:—

Boston & Revere Electric,	\$2,000
East Middlesex (Malden, etc.),	5,000
Greenfield & Turner's Falls,	2,000
Hull (consolidated with the Hingham),	20,000

Total deductions from funded debt, **\$29,000**

Net increase of funded debt, **\$1,125,100**

Floating Debt—

The amount of real estate mortgage outstanding September 30, 1898, was \$40,100—a decrease of \$2,000 from the preceding year.

The total unfunded debt, including the above mortgages, was \$7,823,008—an increase of \$2,017,467.

The gross debt, funded and unfunded, was \$36,955,708—an increase of \$3,142,567.

Funded, Unfunded, Gross and Net Debt, 1889-1898.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Cash and Current Assets.	Net Debt.†
1889, . . .	\$5,399,042	\$3,100,198	\$8,499,240	\$1,371,882	\$7,127,358
1890, . . .	6,027,942	4,704,917	10,732,859	2,184,886	8,547,973
1891, . . .	7,816,500	4,840,316	11,656,816	3,713,164	7,943,652
1892, . . .	9,970,150	5,234,128	15,204,278	3,932,490	11,271,788
1893, . . .	14,109,000	9,597,113	23,706,113	2,939,010	20,767,103
1894, . . .	19,188,000	6,861,020	26,049,020	3,825,887	22,223,133
1895, . . .	22,284,500	5,165,896	27,450,396	2,428,150	25,022,246
1896, . . .	24,236,000	6,153,896	30,389,896	1,911,651	28,478,245
1897, . . .	28,007,600	5,805,541	33,813,141	3,370,650	30,442,491
1898, . . .	29,132,700	7,823,008	36,955,708	7,130,861	29,824,847

* Including real estate mortgages. † Gross debt less cash and current assets.

Issues of Bonds Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Amherst & Sunderland,	December 23, 1897,	\$21,500
Bridgewater, Whitman & Rockland, .	October 1, 1897,	85,000
Brockton & East Bridgewater, . .	February 17, 1898,	30,000
Conway Electric,	May 10, 1898,	10,000
East Middlesex (Malden, etc.), . .	July 8, 1898,	125,000
Fitchburg & Suburban,	September 26, 1898,	45,000
Hingham,	March 18, 1898,	14,000
Lowell, Lawrence & Haverhill, . .	April 11, 1898,	65,000
Milford, Holliston & Framingham, .	December 22, 1897,	165,000
Norfolk Central (Dedham, etc.), .	July 7, 1898,	60,000
Norton & Attleborough,	April 5, 1898,	40,000
Norton & Taunton,	July 14, 1898,	80,000
People's (West Newbury),	December 22, 1897,	64,000
Pittsfield Electric,	June 3, 1898,	10,000
Plum Island Electric (Newbury, etc.),	July 22, 1898,	33,000
Providence & Taunton,	July 19, 1898,	150,000
Southbridge & Sturbridge,	July 18, 1898,	10,000
Worcester & Marlborough,	December 24, 1897,	200,000
Total amount authorized, . . . .	. . . . .	\$1,207,500

The net debt (the gross debt less \$7,130,861 of cash and current assets) was \$29,824,847 — a decrease of \$617,644. In computing the net debt, the sum of \$3,991,688 returned under the head of “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the first table on the preceding page.

During the year ending September 30, 1898, the Board authorized and approved, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, issues of bonds by the companies, and for the amounts, named in the last table on the preceding page.

VOLUME OF TRAFFIC.

The total number of passengers carried during the last year on the railways of the one hundred and three companies making returns to the Board, was 330,889,629 — an increase of 22,205,405 passengers over the previous year. The number of passengers carried on the street railways exceeded the number carried on the railroads of the State, by 228,948,907.

The total number of miles run by street cars was 68,206,418 — an increase of 6,628,501 miles over the previous year. The total number of round trips run was 6,887,976 — an increase

Volume of Traffic for Ten Years, 1889-1898.

YEARS.	Total Passengers Carried.	Total Car Miles Run.	Total Round Trips Run.	Average Passengers per Round Trip.
1889,	148,189,403	24,259,491	3,446,769	43
1890,	164,873,846	26,516,937	3,764,816	44
1891,	176,090,189	27,670,166	3,958,455	44
1892,	194,171,942	29,678,036	4,168,458	47
1893,	213,552,009	34,507,282	4,481,171	48
1894,	220,464,099	36,722,978	4,662,786	47
1895,	259,794,308	43,655,560	5,179,234	50
1896,	292,358,943	53,613,685	6,004,809	49
1897,	308,684,224	61,577,917	6,557,183	47
1898,	330,889,629	68,206,418	6,887,976	48

of 330,793 in number of trips. The average number of passengers carried per round trip was 48—one more than in 1897.

The preceding table gives the total volume of traffic, itemized as above, for each of the last ten years.

DENSITY OF TRAFFIC.

By “density of traffic,” as applied to street railways, may be understood the average annual number of passengers carried per total mile of main track operated. The density of traffic on a street railway system, other conditions being similar, is a measure of its earning capacity.

The following table shows the volume and the density of traffic the last year on all of the Massachusetts railways combined, and on the ten leading railways in detail:—

Volume and Density of Street Railway Traffic in 1898.

RAILWAYS.	Total Passengers Carried.	Average Number per Mile of Main Track Operated.	Average Num- ber per Round Trip Run.
All Massachusetts railways, . . .	330,889,629	207,982	48
Brockton,	6,787,425	156,511	38
Globe (Fall River),	6,627,700	227,842	34
Holyoke,	4,233,900	138,535	34
Lowell, Lawrence & Haverhill, .	8,981,702	138,572	53
Lowell & Suburban,	7,679,147	118,545	31
Lynn & Boston,	29,063,234	188,928	53
Springfield,	11,611,232	188,479	36
Union (New Bedford, etc.), . .	3,776,878	189,222	24
West End (Boston, etc.), . . .	181,321,295	651,410	58
Worcester Consolidated,	10,637,221	254,388	31
Averages (ten railways), . . .	27,071,973	343,478	50

These ten railways represent 69 per cent of the entire capital investment, operate 50 per cent of the total railway mileage, and carry 82 per cent of the whole number of passengers carried on all of the Massachusetts street railways.

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings, for each of the last ten years:—

Percentage of Operating Expenses to Gross Earnings, 1889-1898.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings.
1889,	\$7,523,575	\$5,898,804	78.40	\$1,624,771
1890,	8,348,285	6,244,208	74.80	2,104,077
1891,	8,861,841	6,746,304	76.18	2,115,537
1892,	9,798,060	7,029,479	71.74	2,768,581
1893,	10,832,174	7,501,845	69.26	3,330,329
1894,	11,119,846	7,729,059	69.51	3,390,787
1895,	13,184,342	9,088,086	68.98	4,096,256
1896,	14,844,262	10,563,371	71.16	4,280,891
1897,	15,815,267	10,904,040	68.95	4,911,227
1898,	16,915,405	11,672,731	69.01	5,242,674
Averages,	\$11,724,306	8,337,793	71.12	3,386,513

Operating Expenses and Net Earnings (Ten Railways) in 1898.

RAILWAYS.	Percent- age of Operating Expenses to Gross Earnings.	NET EARNINGS PER			
		Mile of Track Operated.	Round Trip Run.	Car Mile Run.	Passen- ger Carried.
Brockton,	68.21	\$2,851	\$0 70	Cents. 8.45	Cents. 1.82
Globe (Fall River),	62.62	4,091	62	9.29	1.79
Holyoke,	67.44	2,440	59	6.73	1.76
Lowell, Lawrence & Haverhill,	56.51	3,036	1 15	11.30	2.19
Lowell & Suburban,	61.39	2,311	60	7.72	1.95
Lynn & Boston,	57.66	4,085	1 15	10.84	2.17
Springfield,	73.80	2,478	48	4.87	1.31
Union (New Bedford, etc.),	64.00	3,718	46	9.28	1.96
West End (Boston, etc.),	71.54	9,386	83	8.11	1.44
Worcester Consolidated,	73.30	3,435	43	6.77	1.35
Averages,	68.83	\$5,424	\$0 79	8.29	1.58

The tables on this page give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation, (1) per total mile of main track owned,

Gross and Net Earnings from Operation per Mile of Main Track Owned and per Round Trip Run, 1889-1898.

YEARS.	AVERAGE PER MILE OF TRACK.			AVERAGE PER ROUND TRIP.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
1889, . . .	\$18,108	\$10,274	\$2,829	\$2 18	\$1 71	\$0 47
1890, . . .	18,632	10,197	3,435	2 22	1 66	0 56
1891, . . .	18,178	10,032	3,146	2 24	1 70	0 54
1892, . . .	12,980	9,312	3,668	2 35	1 69	0 66
1893, . . .	12,392	8,582	3,810	2 41	1 67	0 74
1894, . . .	11,972	8,321	3,651	2 39	1 66	0 73
1895, . . .	12,127	8,359	3,768	2 55	1 75	0 80
1896, . . .	11,627	8,274	3,353	2 47	1 76	0 71
1897, . . .	11,187	7,713	3,474	2 41	1 66	0 75
1898, . . .	10,998	7,589	3,409	2 45	1 69	0 76
Averages, .	\$12,058	8,575	3,483	2 39	1 70	0 69

Gross and Net Earnings from Operation per Car Mile Run and per Passenger Carried, 1889-1898.

YEARS.	AVERAGE PER CAR MILE.			AVERAGE PER PASSENGER.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1889, . . .	30.98	25.71	5.27	5.07	3.98	1.09
1890, . . .	31.48	23.87	7.61	5.06	3.79	1.27
1891, . . .	32.03	24.38	7.65	5.03	3.83	1.20
1892, . . .	33.01	23.69	9.32	5.05	3.62	1.43
1893, . . .	31.39	21.74	9.65	5.07	3.51	1.56
1894, . . .	30.28	21.05	9.23	5.04	3.50	1.54
1895, . . .	30.20	20.82	9.38	5.07	3.50	1.57
1896, . . .	27.69	19.70	7.99	5.08	3.61	1.47
1897, . . .	25.68	17.71	7.97	5.12	3.53	1.59
1898, . . .	24.80	17.11	7.69	5.11	3.52	1.59
Averages, .	28.85	20.52	8.33	5.08	3.61	1.47

(2) per round trip run, (3) per car mile run, and (4) per passenger carried — thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

The last table on page 84 gives the ratio of operating expenses to gross earnings, and the net earnings per mile of main track operated, per round trip run, per car mile run, and per passenger carried, on each of the ten leading railways, with their combined averages, for the year 1898.

EMPLOYEES AND EQUIPMENT.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and horses owned, are given in the following table for each of the last ten years. The number of electric motors owned is given for the last six years only, not having been reported prior to 1893 :—

Employees and Equipment, 1889-1898.

YEARS.	Employees.	Cars.	Other Vehicles.	Horses.	Electric Motors.
1889,	6,802	2,942	428	11,817	—
1890,	6,246	3,247	567	11,241	—
1891,	6,449	3,494	577	10,640	—
1892,	7,185	3,679	552	6,734	—
1893,	8,070	4,040	681	3,531	3,013
1894,	7,451	4,058	1,790	2,014	3,906
1895,	8,048	4,426	1,755	1,436	4,704
1896,	9,130	4,913	1,876	878	5,958
1897,	9,716	5,344	1,953	683	6,908
1898,	10,416	5,734	1,997	605	7,643

STREET RAILWAY ACCIDENTS.*

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1898, was 2,213; of whom 38 received fatal injuries, and 2,175 injuries not fatal.

* For Tabulated Statement of Accidents in connection with the several railways in detail, see Appendix.

The number of passengers injured was 1,398, of whom 9 were injured fatally. Most of the accidents to passengers occurred from their falling or being thrown down as they were getting on or off cars, in the majority of cases while the car was in motion.

The injuries to employees were 48 in all, only 2 of which were fatal.

The number of injuries to travellers and others on the street was 767, of which 27 were fatal.

Of the whole 2,213 injured, at least 67 were children. The reports in some cases do not indicate whether the person injured was a child or an adult; and it has been assumed in such cases that the person was an adult. Of the 67 children injured, 5 were fatally hurt.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year:—

Summary of Accidents Reported in 1897 and 1898.

KILLED AND INJURED.	KILLED.		INJURED.		TOTAL.	
	1897.	1898.	1897.	1898.	1897.	1898.
Passengers, . . .	10	9	1,256	1,389	1,266	1,398
Employees, . . .	3	2	56	46	59	48
Other persons, . .	17	27	724	740	741	767
Totals, . . .	30	38	2,036	2,175	2,066	2,213
Adults, . . .	25	33	1,974	2,113	1,999	2,146
Children, . . .	5	5	62	62	67	67
Totals, . . .	30	38	2,036	2,175	2,066	2,213

It appears that the number of passengers and of employees fatally injured were each one less than the preceding year; while 10 more travellers and other persons on the street received fatal injuries than in 1897. The number of children killed and the number injured were exactly the same as in 1897.

Of those receiving injuries not fatal, there were reported 133 more passengers, 10 less employees, and 16 more travellers and other persons, than in 1897.

*Ratio of Accidents to Number of Passengers, Employees, etc., in 1888,
1897 and 1898.*

PASSENGERS CARRIED, ETC.	1888.*	1897.	1898.
<i>Total Number of</i>			
Passengers carried, . . .	134,478,319	308,684,224	330,889,629
Employees, . . .	5,631	9,716	10,416
Miles of track operated, . . .	533.59	1,453.29	1,590.95
Round trips run, . . .	3,220,578	6,587,183	6,887,976
Car miles run, . . .	23,244,767	61,677,917	68,206,418
<i>Passengers Killed, . . .</i>	4	10	9
Ratio to all passengers, . . .	1 to 33,619,580	1 to 30,868,422	1 to 36,765,514
Ratio to miles of track, . . .	1 to 133.40	1 to 145.33	1 to 176.77
Ratio to round trips, . . .	1 to 806,145	1 to 655,718	1 to 765,331
Ratio to car miles, . . .	1 to 5,811,192	1 to 6,157,792	1 to 7,578,491
<i>Passengers Injured, . . .</i>	140	1,256	1,389
Ratio to all passengers, . . .	1 to 960,559	1 to 245,768	1 to 238,221
Ratio to miles of track, . . .	1 to 3.81	1 to 1.16	1 to 1.15
Ratio to round trips, . . .	1 to 23,004	1 to 5,221	1 to 4,959
Ratio to car miles, . . .	1 to 166,034	1 to 49,027	1 to 49,105
<i>Employees Killed, . . .</i>	1	3	2
Ratio to all employees, . . .	1 to 5,631	1 to 3,239	1 to 5,208
Ratio to miles of track, . . .	1 to 533.59	1 to 484.43	1 to 795.47
Ratio to round trips, . . .	1 to 3,220,578	1 to 2,183,728	1 to 3,443,988
Ratio to car miles, . . .	1 to 23,244,767	1 to 20,525,972	1 to 34,103,209
<i>Employees Injured, . . .</i>	11	56	46
Ratio to all employees, . . .	1 to 503	1 to 174	1 to 226
Ratio to miles of track, . . .	1 to 48.51	1 to 25.95	1 to 34.59
Ratio to round trips, . . .	1 to 292,780	1 to 117,093	1 to 149,739
Ratio to car miles, . . .	1 to 2,113,161	1 to 1,099,606	1 to 1,482,743
<i>Other Persons Killed, . . .</i>	6	17	27
Ratio to miles of track, . . .	1 to 88.93	1 to 85.49	1 to 58.92
Ratio to round trips, . . .	1 to 536,763	1 to 385,717	1 to 255,110
Ratio to car miles, . . .	1 to 3,874,128	1 to 3,622,230	1 to 2,526,164
<i>Other Persons Injured, . . .</i>	76	724	740
Ratio to miles of track, . . .	1 to 7.02	1 to 2.01	1 to 2.15
Ratio to round trips, . . .	1 to 42,376	1 to 9,057	1 to 9,308
Ratio to car miles, . . .	1 to 305,862	1 to 85,052	1 to 92,171
<i>Total Killed, . . .</i>	11	30	38
Ratio to miles of track, . . .	1 to 48.51	1 to 48.44	1 to 41.87
Ratio to round trips, . . .	1 to 292,780	1 to 218,573	1 to 181,263
Ratio to car miles, . . .	1 to 2,113,161	1 to 2,052,597	1 to 1,794,906
<i>Total Injured, . . .</i>	227	2,036	2,175
Ratio to miles of track, . . .	1 to 2.35	1 to .71	1 to .73
Ratio to round trips, . . .	1 to 14,188	1 to 3,221	1 to 3,167
Ratio to car miles, . . .	1 to 102,400	1 to 30,245	1 to 31,359
<i>Total Killed and Injured, . . .</i>	238	2,066	2,213
Ratio to miles of track, . . .	1 to 2.24	1 to .70	1 to .72
Ratio to round trips, . . .	1 to 13,532	1 to 3,174	1 to 3,113
Ratio to car miles, . . .	1 to 97,667	1 to 29,805	1 to 30,821

* Operation wholly by horse power.

Altogether, there appear to have been injured, fatally and otherwise, 132 more passengers, 11 less employees, and 26 more travellers and other persons, — in all 147 more, — the last than the preceding year.

In comparing the casualties of any two years, the whole number of passengers carried and persons employed, and the total number of miles of track operated and of round trips and car miles run, in the respective years, should of course be taken into account.

The table on the preceding page is designed to exhibit the comparative as well as the actual amount of casualty in connection with street railway operation, for each of the three years named in the table, by giving the ratio of passengers and employees fatally or otherwise injured to the whole number of each class, and also the ratio of passengers, employees and other persons killed and injured, to the length of main track operated and the amount of car service performed. The last two years are thus compared in the table with each other. The year 1888 is also selected for comparison, because this was the last year in which the operation was wholly by horse power; and it is designed to indicate in this way the relative dangers attending the use of horse and electric power.

During the last year, only one out of 36,765,514 street railway passengers received fatal injury, and but one out of 238,221 received any injury whatever; and cars were run on an average over 30,800 miles without accident of any sort to passenger, employee, or other person.

REVIEW OF THE YEAR.

The addition to street railway mileage the last year (124 miles of main track) was less than in any one of the three preceding years, the average annual increase for those years having been 162 miles. It is needless to say that all of the new railway is electrically equipped. There now remain but 7.50 miles of old railway equipped for horse power only.

New Companies.

The multiplication of companies shows no signs of abatement. Ten were added to the list the last year, the same number as the preceding year. Notwithstanding the consolidations that

have occurred from time to time, the number of outstanding companies has more than doubled in the last eight years. There were 48 companies reporting to the Board in 1890, and in 1898 the number had grown to 103.

At the close of the last fiscal year, as stated on page 70, there were 79 operating companies in the State. In the following table these companies are grouped according to mileage (length of main track) operated, including mileage operated under lease or contract and trackage over other railways; the number of companies in each group and the average mileage for the group being as shown in the table:—

Classification of Companies according to Mileage Operated.

MILEAGE OPERATED.					Number of Operating Companies.	Average Mileage Oper- ated.
Between 200 and 300 miles,	.	.	.	.	1	278.35
“ 100 “ 200 “	.	.	.	.	1	153.83
“ 50 “ 100 “	.	.	.	.	3	63.74
“ 40 “ 50 “	.	.	.	.	2	42.60
“ 30 “ 40 “	.	.	.	.	2	30.31
“ 20 “ 30 “	.	.	.	.	8	23.13
“ 15 “ 20 “	.	.	.	.	13	17.63
“ 10 “ 15 “	.	.	.	.	18	12.49
“ 5 “ 10 “	.	.	.	.	21	6.97
“ 0 “ 5 “	.	.	.	.	10	3.65
Totals,	.	.	.	.	79	20.14

It appears that there are but 17 companies which operate over 20 miles of main track, while there are 62 companies that operate less than 20 miles. Of this latter number 31 companies or one-half operate less than 10 miles each, and there are 10 companies that operate on the average only 3.65 miles.

We have repeatedly recommended the consolidation of the smaller companies with each other or with other connecting companies, as tending not only to a large saving in expense of operation, but to the better accommodation of the public. We are glad to be able to state that five such consolidations occurred during the last fiscal year; and there is an abundance of room for the continuance of the work.

Volume of Traffic.

There were carried the last year on the street railways of this State in round numbers 330,900,000 passengers — a gain of 22,200,000 passengers for the year. This is a better showing than that of the preceding year, when there was a gain of 16,300,000 passengers. This makes an average increase for the last two years of about 19,250,000 passengers a year. For the two preceding years, 1895 and 1896, the average increase was nearly 36,000,000 passengers a year. As compared with those years there has been therefore since 1896 a very noticeable falling off, which may prove to be only temporary, in the rapidity of the growth of traffic. The figures as they stand, however, are sufficiently large to emphasize the vast and increasing magnitude of the service which the electric railways are rendering the public.

In the following table the growth of traffic is compared with the increase of mileage for the last six years : —

Comparative Increase of Railway Mileage and Volume of Traffic.

YEARS.	Railway Mileage.*	Increase.	Per Cent.	Passengers Carried.	Increase.	Per Cent.
1892, . . .	755	—	—	194,171,942	—	—
1893, . . .	874	119	16	213,552,009	19,380,067	10
1894, . . .	929	55	6	220,464,099	6,912,090	3
1895, . . .	1,078	149	16	259,794,308	39,330,209	18
1896, . . .	1,277	199	18	292,358,943	32,564,635	13
1897, . . .	1,414	137	11	308,684,224	16,325,281	6
1898, . . .	1,538	124	9	330,889,629	22,205,405	7
Totals, .	—	783	104	—	136,717,687	70

* Length of main track owned.

It appears that while the railway mileage has increased 104 per cent or more than doubled in the last six years, there has been a gain of only 70 per cent in the number of passengers carried. This proves that the newer companies carry as a rule, a much smaller annual number of passengers per mile of railway operated, or in other words have a much less density of traffic, than the older companies.

Capital Investment.

The total capital investment (capital stock and net debt) of the street railway companies of the State advanced the last year from \$63,112,800 to \$68,758,800. Ten years ago, in 1888, the total was only \$17,237,100; so that the capital investment has just about quadrupled since the introduction of electricity as a motive power.

Financial Results.

There was an addition the last year of \$10,097,410 to gross assets and of \$9,406,211 to gross liabilities—a balance of \$691,199 in favor of the companies, increasing by that amount their aggregate surplus. This was a much better result than that of the preceding year, when there was a balance of \$43,559 on the side of liabilities. The ratio of surplus to capital stock stood higher at the end of the last year (4.41 per cent) than in any year since 1890.

The gross earnings from operation were \$1,100,138 larger, and the net earnings \$331,447 larger, than the year before. The ratio of operating expense to gross earnings, 69.01 per cent, varied but slightly from that of the preceding year, 68.95 per cent. The net divisible income, after paying interest, taxes and other charges, was, however, less by \$59,145 than in 1897, while the gross amount of dividends declared was \$110,990 larger; so that the surplus balance for the year (\$457,769) was \$170,135 less than the preceding year.

Dividends.

The exhibit of the most interest to the stockholders of the companies is that which relates to the returns on capital stock; and the showing in this particular is less favorable than that of the preceding year, both as regards the proportion of dividend-paying companies and the average rate paid. Out of the whole 103 companies, 49 companies, having an aggregate capital stock of \$34,310,850, paid on this amount of capital an average dividend of 6.05 per cent as against a corresponding rate of 6.76 per cent in 1897. The remaining 54 companies, with an aggregate capital stock of \$4,623,067, of which companies 40 had been in operation for more than a full year, paid no dividends. The average rate on the total outstanding capital stock

of all the companies was 5.33 per cent as against 6.02 per cent in 1897. There was a reduction therefore of about .70 of one per cent in the average dividend rates of the last year.

There were moreover 32 out of the 79 operating companies that came out with a deficit at the end of the year. Twenty-six of them did not have income enough to pay operating expenses and charges, and seven of them did not earn operating expenses. In six cases the deficit was caused by declaring a dividend in excess of divisible income, and in one case the deficit was increased by the amount of the dividend.

It is apparent from the above figures that as a rule, though not without some exceptions, it was the small companies that failed to earn dividends. The 49 dividend-paying companies had an average capital stock of over \$700,000 each, while the average capital stock of the 54 companies that paid no dividends was only about \$85,000. The prospect of a profitable return on capital invested in railway systems of inconsiderable size, especially if located in the less populous districts of the State, does not improve, to say the least, in the light of further experience.

Comparative Results, 1888-1898.

The following table, which is similar to tables in previous reports, shows by the more usual tests the financial conditions and results of street railway operation in this State for the years at the beginning, middle and end of the last decade, the operation in the first of these years having been wholly by horse power:—

Results of Street Railway Operation in 1888, 1893 and 1898.

CAPITAL INVESTMENT, EARNINGS, ETC.	1888.	1893.	1898.
Capital investment per mile of main track, .	\$32,304	\$53,367	\$44,958
	Per Cent.	Per Cent.	Per Cent.
Railway electrically equipped,	—	81.85	99.51
Operating expenses to gross earnings, . .	81.07	69.26	69.01
Net earnings to capital investment, . . .	7.49	7.14	7.62
Divisible income to capital stock,	7.21	7.70	6.51
Dividends paid to capital stock,	5.74	6.68	5.88
Surplus to capital stock,	6.92	2.09	4.41

BOSTON ELEVATED RAILWAY.

By the provisions of chapter 500 of the Acts of 1897, the Boston Elevated Railway Company, before proceeding to construct its railway, was required among other things to prepare and file with the Board "plans showing the form and method of construction proposed, and the proposed location of the tracks, elevated structure and stations, with such detail as may be necessary to show the extent to which any street, way, avenue, bridge, public or private lands are to be encroached upon." It was made the duty of the Board to examine these plans "with reference to the strength and safety of the structure and of any bridge traversed thereby, and with reference to the rolling stock, motive power and method of operation, and the convenience and comfort of the public." The Board was empowered to require changes in the plans as submitted, and was to certify its approval of the same when satisfactory.

The preparation of such plans involved a very large amount of engineering work and study on the part of the railway company, and the duty of examination and approval assigned to the Board was by no means a light one. Upon the filing of the general plans of location and construction in April last, public notice was given that they were open to inspection in the office of the Board, and that all parties interested would be heard thereon. The plans were inspected by a large number of people, and three public hearings were given at which many interested parties were heard in person or by counsel. Numerous conferences were subsequently had in regard to particular features of the plans, and various alterations of more or less importance were made. Perhaps the most noticeable was a change of the location of one of the proposed elevated stations from the corner of Atlantic Avenue on the northerly side of Summer Street to a point on Cove Street in front of an entrance to the new union railroad station. Material changes were also made in the Dudley Street terminal plans.

The railway company had determined after long study that in the operation of the elevated tracks and of the two connecting through tracks in the subway, a train service was preferable in point of economy and efficiency to a single-car service; and the submitted plans had been framed with a view to this method

of operation. The Boston Transit Commission, on the other hand, which had built the subway with special adaptation to a single-car service, and whose judgment was entitled to much weight, was strongly of the opinion that the railway and subway would be best utilized and the public convenience best subserved by the running of single cars. Elaborate and able arguments, both oral and written, were submitted in support of these respective views; and each method was shown to have its peculiar advantages over the other.

It seemed to the Board, however, that the question was practically foreclosed by the provisions of the Act of 1897. This act distinctly recognizes the running of trains as an authorized method of operation; and moreover expressly provides that, upon the request of the railway company and after its compliance with certain conditions not here material, the "Boston Transit Commission shall make such alterations in the subway and the approaches thereto as may be necessary to render the same suitable for the running of cars and *trains of cars* through the same in connection with the elevated structure." Under these provisions of law the Board would not have felt itself at liberty, even if otherwise so inclined, to reject plans which had been properly framed for the running of trains of cars on the elevated railway and through the subway, as evidently sanctioned by the statute.

The Board was authorized to employ a consulting engineer in relation to the plans in question. The services of Mr. Edmund K. Turner, an engineer of large experience and recognized ability, were secured in that capacity. He has made the following report of progress up to the close of the last calendar year, touching upon many points of interest in connection with this important work:—

Boston, December 31, 1898.

To the Massachusetts Board of Railroad Commissioners,

Hon. JOHN E. SANFORD, *Chairman.*

GENTLEMEN:—Having been appointed by your Board consulting engineer in relation to the plans of the Boston Elevated Railway Company, in accordance with section 6 of chapter 500 of the Acts of 1897, I report regarding the same as follows:—

During the year 1898, the engineer of the Boston Elevated Railway Company has prepared and submitted for examination eighty-five plans covering the proposed location of tracks, elevated structures

and stations, and the form and method of construction proposed. These plans have been examined with reference to the strength and safety of the structure, and with reference to the convenience and comfort of the public. Plans of the new bridge over Charles River, which will be traversed by the elevated railway, have also been examined. Reports covering these subjects have from time to time been made by me to your Board.

After public hearings, at which all parties who desired had an opportunity to be heard, sixty-one plans have been decided by your Board to be satisfactory, and your certificates approving the same were attached thereto in July last.

The locations of the company upon which it is proposed to construct an elevated railway, are as follows: Beginning at the southerly end of the line at Dudley Street, in the block between Washington and Warren streets; thence on Washington Street to Castle Street; thence turning to the left a short distance along Castle Street; thence over the locations of the Boston & Providence and Boston & Albany railroads, across private property and under Pleasant Street, into the subway.

At Castle Street on Washington Street a turn to the right is also made over the location of the Boston & Providence Railroad, private property and the location of the Boston & Albany Railroad, to Harrison Avenue; thence along said avenue to Beach Street, along Beach Street to Cove Street or Atlantic Avenue, and on Atlantic Avenue, Commercial Street and Causeway Street to the southerly approach to the new bridge over Charles River.

From the northerly end of the subway at Travers Street an elevated structure will be built to the end of the southerly approach to the new Charles River bridge, there joining the portion last above described. From the junction point just noted the structure will be built across Charles River upon the new bridge and upon the approaches to the same, to City Square in Charlestown; thence across City Square and along Main Street to Sullivan Square, the terminal being located on private land.

It is also proposed to construct a short piece connecting the Dudley Street terminal with the Bartlett Street car houses.

The length of elevated structure to be built, given in detail on a basis of double track, and the locations and distances of stations, will be as stated in the tables on the following page. The average distance between stations on the elevated structure is .60 of a mile, and between stations in the subway .22 of a mile.

The structure is designed to carry a live load of 2,500 pounds per lineal foot of track, or a concentrated load of 20,000 pounds on one axle. The material of the metal parts is to be medium steel.

Length of Elevated Structure on a Basis of Double Track.

SECTIONS OF ELEVATED STRUCTURE.	Lengths.
	Miles.
From Bartlett Street to Castle Street,	2.01
Castle Street to the Subway, . . . . .	.14
Castle Street to Charles River bridge,	2.34
Causeway Street to the Subway, . . . . .	.10
Causeway Street to Sullivan Square,	1.85
Loop at Dudley Street terminal, . . . . .	.07
Loop at Sullivan Square terminal, . . . . .	.10
Total,	6.61
Incline for surface cars at Dudley Street terminal, . . . . .	.22
Incline for surface cars at Sullivan Square terminal, . . . . .	.29
Total, including Inclines,	7.12

Boston Elevated Railway — Stations and Distances.

ELEVATED STRUCTURE.		IN THE SUBWAY.	
Locations of Stations.	Distances	Locations of Stations.	Distances.
	Miles.		Miles.
Dudley Street,	—	Pleasant Street,	—
Northampton Street, . . . . .	.64	Boylston Street, . . . . .	.32
Dover Street, . . . . .	.79	Park Street, . . . . .	.23
Pleasant Street, . . . . .	.47	Scollay Square, . . . . .	.29
Beach Street, . . . . .	.66*	Adams Square, . . . . .	.11
South Railroad Station, . . . . .	.42	Haymarket Square, . . . . .	.19
Broad Street, . . . . .	.36	North Railroad Station, . . . . .	.18
State Street, . . . . .	.22	— — — — —	—
Hanover Street, . . . . .	.50	— — — — —	—
City Square, . . . . .	.77	— — — — —	—
Sullivan Square,	1.22	— — — — —	—
North Railroad Station, . . . . .	.53†	— — — — —	—
Total,	6.58	Total,	1.32

* Distance from Dover Street station.

† Distance to City Square station.

The foundations of posts are to be made of concrete. Where necessary, spruce piles will be driven to support the concrete. Steel posts carrying cross girders to be lattice or plate according to the location. Stringers to be generally in the form of lattice girders, all of ample dimensions for strength, well fastened and braced. The floor to be of hard pine ties seven by eight inches, eight inches apart, with two longitudinal guard timbers six by six inches and two six by nine inches for each track, all well bolted together and to the steel structure. Rails to be eighty-five pounds per yard, "American Society of Civil Engineers" standard section. At the side of each track there is to be a footway of hard pine plank, three feet wide, with a protecting fence of iron posts and pipe rails.

The electric current is to be conducted by steel rails fifty pounds per yard, insulated from the floor and having guards between the conductor and footway to prevent injury to persons on the footway.

The form of structure varies in accordance with the conditions met on different parts of the line. On wide parts of streets the posts are to be on each side of the surface tracks, the elevated floor and tracks to be concentrated as near the middle line of the street as possible. On narrow parts of streets the posts are to be placed on the sidewalks just inside the curb; each part being studied carefully with a view to interfering as little as possible with the surface travel, and with the passage of air and light to the surface of the street and sidewalks and to adjacent property.

The designs for stations are pleasing, and the arrangements for the easy movement of passengers and for their comfort are good. It is of course impossible to afford such accommodations at these stations as the patrons of steam railroads are accustomed to find at their stations. This could not be done without using much greater space than can be spared from the public ways; and by reason of the short time that passengers are expected to remain at the elevated stations and the frequent opportunities for departure, there is no need of elaborate provision for their comfort while waiting. There should be no waiting.

So far as developed the methods of working will be as follows: From points beyond the elevated system, surface cars will bring passengers to the terminal stations at Dudley Street and Sullivan Square, ascending nearly or quite to the same level with the elevated trains. Passengers will there transfer between the two systems. Passengers at points between the elevated stations, or using lateral lines of surface cars, can take or leave elevated trains at intermediate stations, where provision is made for surface cars to approach closely to the stairs leading to the elevated platforms.

Between Pleasant Street and Travers Street it is intended that

trains from the elevated structure shall use two tracks in the subway, excluding from those tracks all surface cars.

The details with reference to rolling stock and methods of operation have not as yet been perfected, or at least have not been presented for approval.

But little has yet been done towards actual construction. Certain foundations have been put in at the Charlestown end of the new Charles River bridge, and the material for the elevated structure on that bridge has been contracted for. It is the desire of the company to complete this part of its work before the new bridge and its approaches are opened to public travel, thus avoiding the annoyance which would be caused by the work of erecting the structure at the same time that the bridge is in use by the public.

Considering the magnitude of the work and the many elements to be considered, it is to be expected that the company will, before going on with the actual construction, avail itself of the privilege given by section 6 of the act above cited, and will come to your Board to obtain consent to such changes in the plans as upon further study of the conditions may appear to be advisable.

Respectfully submitted,

EDMUND K. TURNER,
Consulting Engineer.

THE BOSTON SUBWAY.

In our last annual report a brief reference was made to the fact that a portion of the subway had then been recently completed and put in successful operation. Since that time the whole of the subway has been finished and opened to public use; and some further statement with respect to this new conduit of travel and the results of its operation may be of interest and of value for future reference.

During the period from September 1, 1897, to September 3, 1898, only that portion of the subway extending from the two southern entrances to Park Street was in operation. The result of this partial use was a great decrease of the congestion on Tremont Street; but the through cars running to the north railroad station were of course still obliged to use the surface tracks. At the last mentioned date, the entire subway extending through to the north station had been substantially completed, and was thrown open to public traffic; and its "entire use and occupation" were assumed by the Boston Elevated Railway Company in accordance with the terms of the original

subway contract between the city of Boston and the West End Street Railway Company, that contract having been assigned in connection with the lease of the West End railway to the company first named. The cars of the Lynn & Boston, however, still continue to run on tracks of the Boston Elevated, being confined to the subway and using only that section between the northern entrance and Scollay Square.

In September and October last, in accordance with an order of the Boston Transit Commission, the surface tracks on Boylston Street between Park Square and Tremont Street, and on Tremont Street between Boylston and Court streets, were removed pursuant to the requirements of the act providing for the construction of the subway.

In anticipation of the ultimate use of the subway for elevated trains, all the cars entering from Boylston Street are still reversed at the Park Street station, none of these cars being run through to the north railroad station, although the subway tracks are provided with crossovers to allow of this being done when necessary. On the other hand, all the cars entering the subway from Tremont Street and Shawmut Avenue are now run through to the north station or beyond, none of them being reversed at Park Street as has heretofore been the case. Upon the opening of the subway a system of free transfers was introduced by which passengers in either direction are enabled to change cars at the Park Street station, which is the only transfer station in the subway.

The effect of the opening of the entire subway has of course been to relieve entirely the congestion on the streets between Park Square and Scollay Square, and to materially reduce it north of Scollay Square, while at the same time the accommodations for passengers on the cars have been very greatly increased, as is evident from the following figures which have been deduced from the counts made by the Boston Transit Commission.

The maximum number of cars per hour entering or leaving the subway on Boylston Street in December, 1898, was 195, while in December, 1894, the maximum number per hour running one way on Boylston Street was 112; so that there has been on Boylston Street an increase of over 80 cars per hour, or over 70 per cent, within the period named. The maximum

number of cars per hour entering or leaving the subway at Pleasant Street in December, 1898, was about 110, while in 1894 the maximum number per hour running one way on Tremont Street south of Boylston Street was about 80, giving an increase of 40 per cent.

A count of the number of passengers carried shows equally striking results. In December, 1898, the maximum number of passengers per hour carried south from the Park Street subway station was about 10,000, on 300 cars. Of these passengers about 8,000 took the cars at the Park Street station. At the same time the maximum number of cars per hour running south on Washington Street was about 160, carrying about 5,000 passengers. In 1894, the maximum number of cars per hour running south on Tremont Street at Park Street was 191, and the maximum number of persons per hour taking these cars within the distance supposed to be tributary to the Park Street station was 3,400. In other words, the subway is now accommodating on Tremont Street, going south, in the maximum hour over 50 per cent more cars and over twice as many passengers as were accommodated on Tremont Street previous to the opening of the subway. The subway is now moreover accommodating on Tremont Street twice as many cars and passengers as are carried in the same direction in the maximum hour on Washington Street. It has doubled the number of tracks and the capacity for street car traffic on Tremont Street, and the limit to that capacity is now found in the surface tracks at the subway entrances.

It is evident from these figures that a great relief to the surface traffic has been afforded by the opening of the subway. It is in fact difficult to imagine the condition of things which would now exist if the entire traffic had to be accommodated on the surface. It is unnecessary to say that the present traffic in the subway could under no conditions be accommodated on the surface. It is also clear that the additional facilities which the subway affords have resulted in a large increase of travel; much larger than the normal increase on a street railway.

This large volume of traffic has resulted at times in some congestion at the Park Street station. This was much more apparent some months ago than it is now. Improvements in the method of operating this station have shown that it can easily

accommodate as many cars as can be accommodated on the surface tracks at the entrance to the subway.

It may be added that the entire cost of the subway, originally estimated at \$5,000,000, will probably be less than \$4,250,000, exclusive of the cost of the alterations required to adapt it to the use of the elevated railway.

EXAMINATION OF BRIDGES.

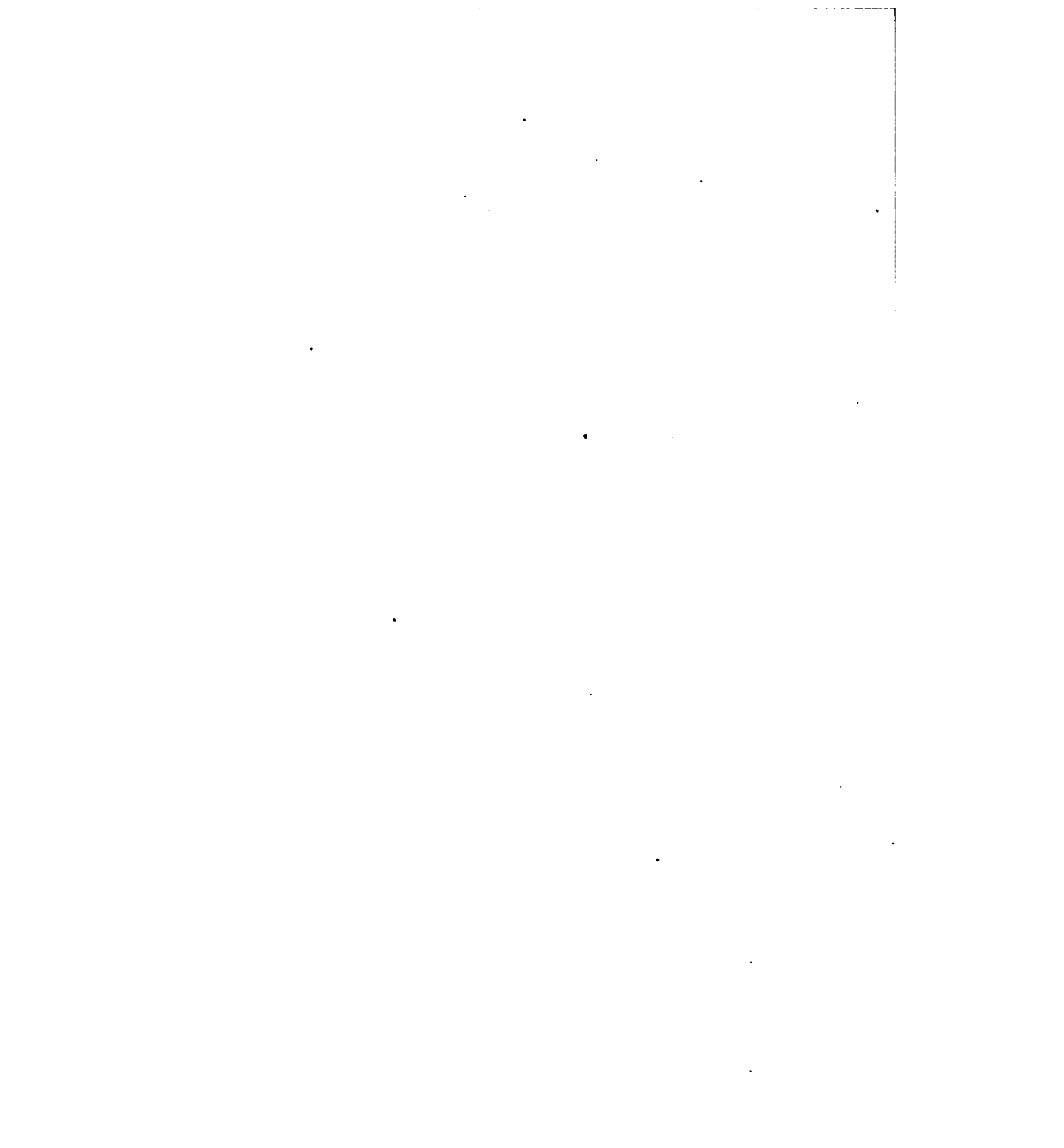
By chapter 334 of the Acts of 1887, entitled "An Act relating to the Examination of Railroad Bridges," provision was made for the systematic examination, by or under the supervision of an expert to be employed by the Board, of all bridges maintained by railroad corporations, with a view to their safety for public transportation. When that act was passed, there were (so far as appears) no bridges of consequence maintained by street railway companies. This is no longer the case. The Deerfield and the Connecticut rivers are at the present time each spanned by an electric railway bridge, and another such bridge to cross the latter river is in contemplation. Various other bridge structures of greater or less importance are already maintained by the railway companies, and the number is likely to increase.

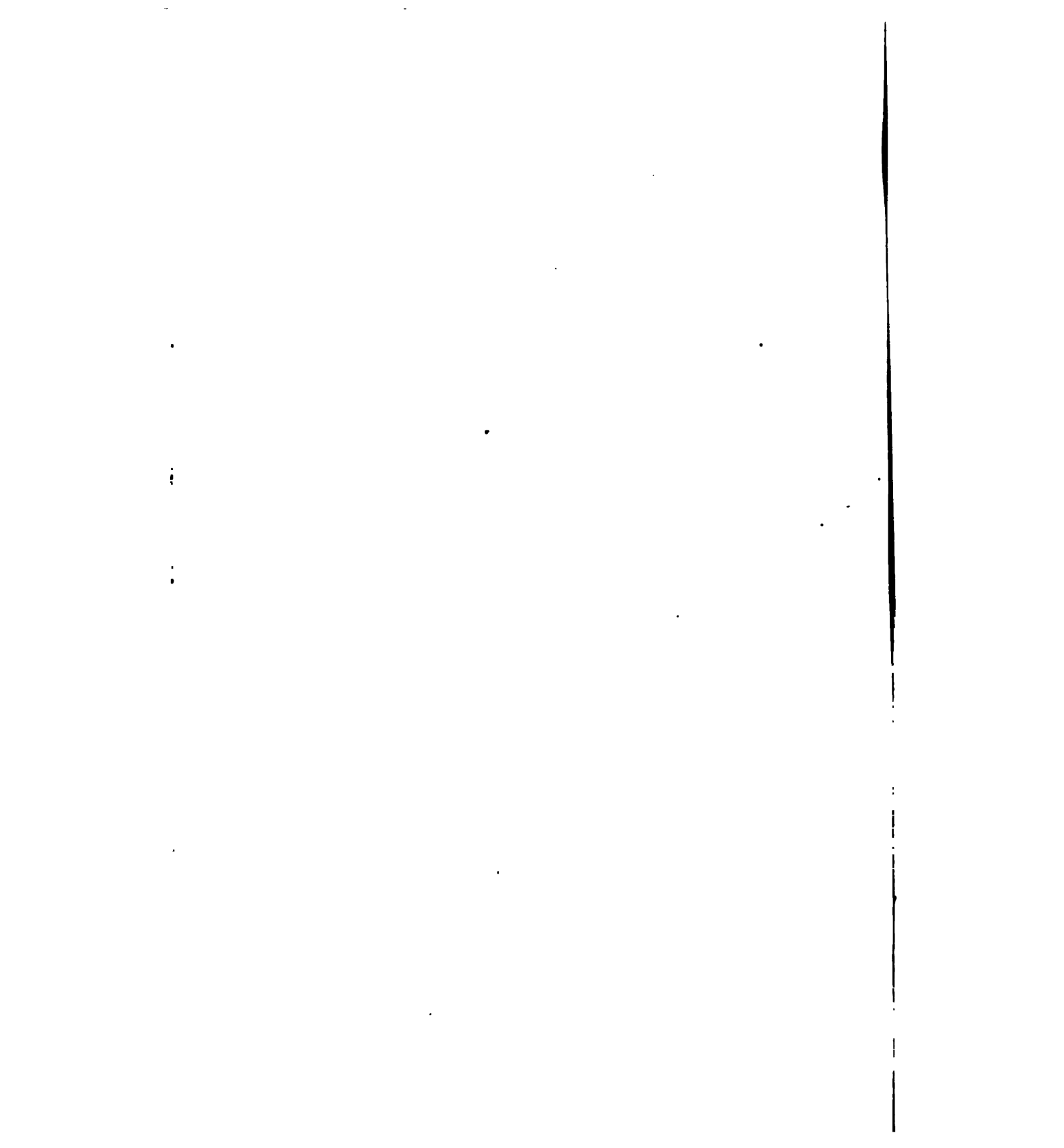
The Board for obvious reasons recommends that the provisions of the Act of 1887 above cited be extended and made applicable to bridges built and maintained by street railway companies. In such event Professor Swain, who as the bridge engineer and expert of the Board has to the satisfaction of all concerned been charged with the responsible supervision of railroad bridges since the passage of the original act, offers to undertake as a part of his official work the supervision of street railway bridges also; so that no additional expense on this score to the State or the companies would be involved.

Respectfully submitted,

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.





COMMISSIONERS' REPORT.

Part 3.

APPENDIX.

[A.]

SPECIAL REPORTS ON RAILROAD MATTERS.

RAILROAD ACCIDENTS.

COLLISION ON BOSTON & MAINE RAILROAD AT WINTER HILL STATION IN SOMERVILLE, FEBRUARY 3, 1898.

This was a rear end collision of passenger trains. No lives were lost, but a large number of passengers were more or less seriously injured. The escape from fatal catastrophe was so narrow that a special investigation has seemed to be called for. This has been made by members of the Board with the assistance of the inspector in whose district the accident occurred. The facts ascertained, agreeing in substance with those found and reported by the railroad company, appear to be so plain, and the cause of the collision so clear, that no public hearing has been deemed necessary.

The accident happened at about 7.22 A.M. on February 3, 1898. The train from Concord, Mass., No. 18, ran into the rear of the Stoneham train, No. 20, while the latter was standing at the Winter Hill station in Somerville. Both trains were bound to Boston, the Concord train being due there by table time at 7.22 and the Stoneham train at 7.25 A.M. Both trains are scheduled to run express from Somerville Junction to Boston.

Owing to the remarkably severe snow-storm of February 1, the train service on this and on all of our railroads was considerably deranged. The Concord train was due by schedule time to pass Somerville Junction at 7.15 and the Stoneham train at 7.18 A.M. On the morning in question, the latter train was about two minutes late in passing the Junction, but the former train was about seven minutes late; so that the usual order of the trains was reversed, the Concord train being about two minutes behind the Stoneham train.

The Stoneham train, after making the Somerville Junction stop, proceeded as far as the electric or "banjo" signal No. 16, which was found to be at danger. The train stopped for this signal according

to rule, and then proceeded as far as the Winter Hill station, where it was slowed down by union signal No. 14 and the semaphore signal. The train had no order to stop, and it was not the intention to stop, at this station; but as soon as it slowed down for the signals ahead, a large number of passengers who were waiting for transportation to Boston began to get on board; and in order to avoid their injury in so doing, the train was brought to a full stop. Before it came to a full stop, the rear brakeman started back with a flag, and had gone back several hundred feet before the Concord train came along.

The engineman of the Concord train, after leaving Somerville Junction, passed banjo signal No. 16, which was (as before stated) at danger, without stopping. He also passed the flagman of the Stoneham train, whom he claims not to have seen. He states that he did not observe anything ahead of him, because of the view being obscured by smoke and steam, until he was within about a rod of the rear end of the Stoneham train, when it was too late to avert a collision; and that he was running about 10 miles an hour at the time of the accident. The line of the railroad approaching the Winter Hill station is perfectly straight for half a mile.

The Stoneham train consisted of an engine and three passenger cars, and the colliding Concord train consisted of an engine and two passenger cars. The engine of the Concord train telescoped the rear car of the Stoneham train for a distance of about 15 feet. Fortunately this was a combination baggage and smoking car, with the baggage end in the rear; and this fact probably prevented a serious loss of life in this car. The shock of the collision was also sufficient to force the tender of the locomotive of the colliding train into the passenger car behind it for a distance of about 10 feet. This car was filled with passengers, and it was here that the greater number of serious injuries occurred.

Our inspector reports that there was no defect in engines or cars which contributed to the accident or its results. The air brakes worked properly. The cars were fully equipped with emergency tools, and three of the boxes containing them had been opened and the tools used. The wrecked car on the forward train was of modern construction. The car on the rear train, into which the tender was forced, while not of recent construction, appears to have been in good condition, the floor system having been wholly rebuilt within two or three years.

The direct and responsible cause of the accident must be attributed to a want of due care on the part of the engineman of the colliding Concord train, after he entered upon the main line at Somerville Junction. He was seven minutes late, and he knew that the Stoneham train was likely to be just ahead of him. He should have come

to a stop at signal No. 16, which was at danger, and then have proceeded with caution. This the rules required him to do; and the fact that signals were not in working order owing to the disarrangement of wires by the storm, did not excuse his failure to do so. The unavoidable disorder of train service which existed at the time, and of which he was well aware, imposed on him the duty of extraordinary care. He should have approached the Winter Hill station with his train under perfect control; and he should have seen the flagman of the Stoneham train. If the view ahead was obstructed by smoke or steam, this should have induced the greater caution on his part.

The engineman in question is over 50 years of age, and is reported as having heretofore proved himself trustworthy and reliable in that capacity. He has had charge of an engine on this railroad for 28 years, and this is said to be the first time that the records show chargeable carelessness or lack of good judgment on his part. We desire to give him the credit to which his long and faithful service entitle him, and it is with the more regret that we cannot acquit him of blame in the present case. It is not to be forgotten, on the other hand, that the engineman of a passenger train is charged with the care of human life, a trust which is higher than the care of property or money; and the public safety and the good of the service require that he be held to a just responsibility for the observance of rules and the due performance of duty.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

FEBRUARY 15, 1898.

COLLISION ON NEW YORK, NEW HAVEN & HARTFORD RAILROAD AT
SHARON, AUGUST 21, 1898.

This was a rear end collision of two sections of an inward bound passenger train, resulting in the death of five passengers and the injuring of eighty-seven persons more or less severely, together with the wrecking of one locomotive and two passenger coaches. A public hearing was given by the Board September 1, and the following facts and conclusions have been found:

Train 454, a Sunday train only, north-bound from New London for Boston, consisting of an engine and five cars, was due at Mansfield at 6.45 P.M. but reached that station some minutes late. Under usual conditions, this train would have taken on at Mansfield certain cars from another train due at the same point at the same hour from

Taunton, with passengers from Newport and New Bedford, and would have proceeded to Boston as one train. On this occasion there were five cars to be taken on at Mansfield, making 10 cars in all; and for various reasons it was decided to run this train from Mansfield to Boston in two sections. The portion from New London started from Mansfield as the first section of train 454 at 7 o'clock, being 12 minutes late. It reached Sharon after two intermediate flag stops at 7.14, having made the distance in the scheduled running time. While standing at this station it was run into by the second section, which was closely following.

The five cars from Newport and New Bedford constituted the second section, and after taking on an engine and crew left Mansfield at 7.04 o'clock, four minutes after the first section, this being permissible under the rules of the railroad company in cases where the track is protected by block signals, as it was in this case. This section had all the rights of the first section, and was to make the regular stop at Sharon and the intermediate flag stops if required.

It appears from the testimony of the engineer of this section and of several of the trainmen that after coupling the engine to the train the air-brakes were tested and found to be in good working order. The engineer of this section knew that he was closely following the first section of his train, and should have proceeded with great caution, with his train under control when approaching all stations where the first section might be found receiving or leaving passengers. He testified that he found the block signals along the line all clear until he reached signal No. 368, which he found at danger. This signal marks the entrance to the block which includes the Sharon Station, and is placed 4,012 feet south of that station. It is in full view of the engineer of an approaching train from a point 1,066 feet still further south, or 5,078 feet from the Sharon Station. From this point there is a moderate down grade toward the station, of $37\frac{1}{2}$ feet to the mile. In consequence of a curve between the signal and the station, the rear of a train standing at the station can be seen only 2,900 feet distant from it.

The engineer of the second section, upon finding signal 368 against him, should have been governed by rule 204 of the regulations of the railroad company, which reads as follows: "A train or engine may enter upon the track covered by these signals, if the signals show 'white' and properly turn; but if 'red,' it will come to a full stop *before entering the section*, and then proceed *carefully and under full control* through the section, *not exceeding six miles per hour around any curve or obscure place*, expecting to find the track occupied by a train or cars, or a switch open, or a rail broken or up." It was therefore his duty to bring his train to a stop before reaching this signal, and

this, according to his statement, he endeavored to do. He claims that he made an application of the air-brake before coming in sight of the signal, and a second application at or near the signal; and finding that the brakes did not seem to hold he made an emergency application, and reversed his engine when the train swung around the curve and he saw the other train standing at the station. In other words, according to his own testimony (with the exception of the fact that to reverse the engine is bad practice and contrary to the instructions regarding the use of brakes), he made every effort to stop his train but without success, and the collision followed. He did not, however, according to his own admission, at any time give the signal for the use of the hand-brakes, which he should have done if, as he stated, he thought that the air-brakes did not work properly.

The testimony of the other employees of the train with regard to the application of the brakes and the resulting effect is conflicting. The fireman, two of the train hands, and an employee off duty who was riding upon the engine contrary to rule, confirm the statement of the engineer; while the conductor and the rest of the train hands either noticed no application of the brakes whatever, or noticed it only at the last moment before the collision.

The evidence of experts given as the result of careful tests made with the brakes of all the cars composing the second section, after the accident, goes to show that they were in good working order, and no cause could be found for any alleged failure.

No blame seems to attach to any person connected with the first section of the train; it was making a regular station stop and was protected by signal 368. The rear brakeman testified that he dropped a burning fusee on the track about half a mile south of Sharon as an additional warning to the train which was following, which, however, no one on the second section appears to have seen. Hearing the noise of the following train, as his own train was drawing into the station he jumped from his car before it came to a stop, and ran to the rear, swinging his lantern.

After a careful review of all the testimony presented, we have arrived at the conclusion that the responsibility for this accident rests with the engineer of the second section. The undisputed evidence that signal 368 was in good working order and in the danger position when first seen by him; the conclusive expert evidence that the air-brakes of the train were in good condition both before and after the accident; the ample distance of nearly a mile between the station and the point where the danger signal could first be seen; the failure to give the signal for the hand-brakes when, as he claims, the air-brakes failed to work satisfactorily; and his own statement regarding the dry condition of the rails, all lead up to this conclusion; and while

we desire to give him the benefit of all the evidence presented in his favor, the only conclusion we can arrive at is either that he did not apply his brakes in season, or that he wasted their power by several applications and releases.

GEORGE W. BISHOP,
HERSEY B. GOODWIN,
*Commissioners.**

SEPTEMBER 27, 1898.

**COLLISION ON NEW YORK, NEW HAVEN & HARTFORD RAILROAD AT
WHITTENTON JUNCTION NEAR TAUNTON, SEPTEMBER 6, 1898.**

This was a collision between two trains south bound from Boston to Taunton by different routes, which occurred at the junction of the two lines, and resulted in the injury of several persons, one of whom died shortly afterward. A hearing was held by the Board September 21, and the following facts and conclusions have been arrived at:—

Train No. 319, consisting of a baggage car, combination baggage and smoking car and two coaches, drawn by engine 752, was a local express passenger train from Boston to Newport *via* Mansfield. It was due to leave Mansfield at 7.25 P.M. and to pass Whittenton Junction at 7.39 P.M.

Train 1301, consisting of a combination car and one coach, drawn by engine 754, was a local passenger train from Boston to Taunton *via* Whittenton, and was due to pass Whittenton Junction at 7.43 P.M. or four minutes after train 319.

At Whittenton Junction there is a complete interlocking plant of approved design, with home and distant signals on both lines, interlocked with the switches. A highway crosses the tracks just beyond or south of the point where they come together, passing close by the interlocking tower, and is protected by gates which are raised and lowered by the operator from his station in the tower.

On the evening in question the lanterns in the various signals had been lighted as usual, and a lighted lantern was suspended from the gate close to the tower. Train 319 from Mansfield was four minutes late and was therefore precisely on the time of train 1301. As it approached the junction its engineer noticed that the lantern of the distant signal was not burning. He slowed down as he approached it, and as he passed it he observed that the signal blade was at caution. At the same time, however, he saw in the direction of the signal tower a white light which he supposed was the home signal at safety. He therefore ran along somewhat faster than he otherwise would have done, expecting to find the home signal clear. As he approached it

* Commissioner Sanford did not sit at the hearing in the foregoing case.

he saw that its lantern, like that of the distant signal, was not burning; as he reached it he saw that the blade was at danger; but just as he was preparing to stop, having reached a point about 120 feet beyond it, a white light appeared by the side of the tower-house, moving up and down, which he took to be a hand-signal directing him to proceed. He supposed that the signals were out of order and that the tower-man was motioning him with a lantern to come ahead. He therefore ran his train down to the tower, where he stopped, with his train covering the junction point, and shouted to the tower-man, asking him if everything was all right for him to proceed to Taunton. At this instant train 1301 came around the curve from Whittenton at a speed of some 40 miles per hour; and although its engineer, as soon as he caught sight of train 319, applied his brakes with such force as to throw the rear brakeman through a door and over a seat, this train crashed into the side of train No. 319, striking the rear of the combination car, overturning this and the car ahead of it and injuring several of the passengers.

There is no dispute or question as to the position of the signals. Both home and distant signals were at safety for the train from Whittenton and the lights were burning; while both signals were at danger for the train from Mansfield, although both lights were out. They had been lighted as usual, and at least that on the home signal had been seen burning by the tower-man about an hour before the accident. An expert examination of this lantern showed that the oil and wick were in no way defective, but that the burner possessed a slight defect which would escape any but a very careful examination. It was found that the cone of the burner was slightly bent, so that the flame struck directly on one of its sides and caused imperfect combustion and a continuous flicker which, as the lamp and burner became hotter, finally resulted in the extinguishment of the flame.

It further appeared from the testimony that the distant signal for the Mansfield train had been observed, by the same engineer who was concerned in this accident, to be out on the previous evening, September 5, and that he so reported it to the train despatcher at Taunton. These two nights were the only occasions on which this engineer had found this lantern not burning.

The tower-man was a substitute who was taking the place of the regular tower-man during his vacation. He had been directed from the office in Taunton to allow the Mansfield train to run in before the Whittenton train. The former train being late, the bell signals indicating the approach of the two trains probably rang almost simultaneously; and perhaps not being sufficiently familiar with the numbers of the trains he had, as already stated, cleared the signals for the Whittenton train and set the signals against the Mansfield train.

No blame can be attached to any person on train 1301. On the contrary, its engineer acted with skill and judgment and made every effort to stop his train; while the rear brakeman, though lamed by the violence of the fall which he sustained when the brakes were applied, hastened back and protected the rear of his train from a freight train which was following.

From the above statement of facts, it is evident that the accident was primarily due to the fact that the engineer of the train from Mansfield at first mistook the lantern on the highway gate for the home signal, ran down to this signal too fast, and afterward, when the gate was being lowered, mistook the same lantern, which was swinging as the gate was let down, for a hand-signal to proceed. No hand-signal was in fact given. Examination of the ground shows that when the gate is up, its lantern shows through the windows of the signal tower, and when seen from a distance, is almost exactly in range with the home signal, so that it could easily be mistaken for it. As the crossing is approached the lantern is lost sight of for a short distance, but from a point about 120 feet south of the home signal it can be seen just to one side of the tower when the gate is being lowered. If swinging violently, as it might be if the wind were blowing or if the gate were suddenly lowered, it would, when seen from this point, appear to be moving up and down. If the lights had not been so placed as to render possible this unfortunate misunderstanding, the accident would not have happened.

The tower-man was also to blame, because he did not obey his instructions to let the Mansfield train in ahead of the Whittenton train, but his responsibility for the accident was slight. In this particular instance, if he had followed instructions, the accident would not have happened; but no accident could have been caused by him, no matter what he might have done, if the engineers of approaching trains had obeyed the signals before them, because the arrangement of an interlocking system is such that conflicting signals cannot be given, and no manipulation of the levers, however unskillful or however contrary to orders, can cause an accident if the signals are heeded. Perhaps a larger share of blame attaches to him for the fact that the signal lights were out, yet even this is a matter of doubt. Rule No. 19 of the instructions to lever operators regarding interlocking appliances, issued by the railroad company, reads thus: "In moving levers, see that the arms move to correspond by day and *that the lights show properly by night.*" It was therefore the duty of the tower operator to observe these lanterns and to see that they were lighted. This man was not present at the hearing, but, according to other testimony, he had stated that he had lighted the home signal the night before, having noticed that it had gone out; but that he had not had

time to do this on the night in question, and there was nobody whom he could get to do it. It appears, in any case, that he did not observe this rule. The precise time at which the lights went out, however, is not known, and if, between this time and the time of the accident, the tower-man was busy manipulating his levers for passing trains, he was probably justified in feeling that he could not leave his tower, even if he had observed that the lights were out.

Although the fault for the accident must rest largely with the engineer of train 319, yet we do not feel that he is deserving of great censure, although he undoubtedly showed great lack of judgment and discretion, and failed strictly to obey the rules. The extenuating circumstances, and the unfortunate possibility of mistake, have already been referred to. The only regulation which applies to this case reads as follows: "In case at night, or in fog or storm, the foregoing lights or signals cannot be plainly seen, or if proper signals are not displayed, trains will stop before reaching the 'Home' or other stop signals." On finding the lantern of the distant signal not burning, the engineer of train No. 319 passed it with his train under control. He thought, however, that he had seen the home signal at safety. Nevertheless, he would have stopped, if not at that signal still at a point where the accident would not have happened, if he had not seen what he supposed was the hand-signal to proceed. It is true that he could not see this signal till he had passed a few rail lengths beyond the home signal, and to this extent, therefore, he failed to comply with the above regulation. The reason why he did not strictly comply with it probably was that when he became aware that the home signal light was out, he was going a little too fast; moreover, he could not tell exactly where the signal was till close upon it, and he had scarcely passed it before he saw the supposed hand-signal. He ought, however, to have known that he was on the time of the train *via* Whittenton, and should have exercised special caution under these circumstances, being governed strictly by rule No. 121, which reads, "In all cases of doubt or uncertainty, take the safe course and run no risks."

He showed a further lack of discretion in his subsequent action. If he had obeyed the supposed hand-signal and proceeded to Taunton, he would have run through the switch and the accident would not have happened; but through excessive caution he stopped at the interlocking tower to inquire definitely of the tower-man whether everything was all right and whether it was safe for him to go on, leaving his train directly exposed to collision, notwithstanding that he had noticed that both his signals were against him, and that he knew — or should have known — that another train was due at that moment over the other line. His action in stopping at the tower was

very natural, yet it made possible the accident. His mind was probably concerned with the track ahead of him, and he wished to make sure that by proceeding to Taunton he would not be in danger of running into another train. He lost sight of the danger that another train might run into him while he was stopping at the junction, and displayed bad judgment in stopping his train where it was exposed to this possibility. If he wished to make sure that it was safe for him to proceed, he should have stopped his train before reaching the home signal and sent his fireman or a brakeman ahead to the tower to make inquiries of the tower-man.

This accident is curious and is instructive in several ways. In the first place it shows that the lantern on a highway gate may sometimes be mistaken not only for a fixed safety signal, but when the gate is being lowered, for a hand-signal to go ahead. It would therefore seem desirable that such lanterns, if it is necessary to place them where this mistake may occur, should be screened in some way so that they cannot be seen from along the track.

Moreover, this accident illustrates the danger which may sometimes result in the use of a white light as a signal for safety upon a railroad, on account of the risk of mistake arising from the general use of such lights for other purposes. It is evident that particular attention should be paid by railroad companies to have signals so placed that they cannot be confused with other lights or signals.

Again, it is evident that an engineer should not stop his train in a position where it is particularly exposed to accident while he makes inquiries in case of doubt. This is covered by the general injunction which is to be found in the rules of all railroad companies, which has been quoted above as rule No. 121.

In the fourth place, this accident shows that a very slight defect may render a signal lantern likely to be extinguished after burning a few minutes; and it is clearly a matter of importance, on the one hand, to use lamps which cannot be easily injured, and, on the other hand, to make sure that a lamp which gives trouble by going out is not defective.

Finally, this accident adds another proof of the desirability of derailing switches at junctions and crossings. This junction, while provided with all the proper signals, was not provided with derailing switches, regarding the advisability of which we are aware there is some difference of opinion, even among signal experts. Their use at this junction, however, would in all probability have prevented this accident.

By order of the Board,

WM. A. CRAFTS,

Clerk.

CARRIAGE OF BICYCLES.

PETITION RELATIVE TO THE CARRIAGE OF BICYCLES ON PASSENGER TRAINS.

This matter is brought before the Board at this time by Mr. Sterling Elliott, chief consul of the Massachusetts division of the League of American Wheelmen. His application is as follows :—

There are some differences between the Massachusetts railroads and the wheelmen in the matter of caring for and carrying bicycles. It has been suggested that the subject might very properly be referred to your Commission for adjustment, several railroad people having stated that they would be governed by your suggestions. In the name of the organized wheelmen of this State I most respectfully ask your Commission if you will set a date for such a hearing. So far as our side is concerned, but very little time would be required. I should think the entire question would be disposed of in perhaps an hour and a half.

A public hearing was given in accordance with this request on June 7, 1898. Mr. Elliott conducted the case on the side of the wheelmen, and several of the railroad corporations were represented by their counsel or general passenger agents.

This subject has once before been fully considered by the Board. In 1896, we were instructed by a legislative resolve "to investigate and determine upon what terms and conditions bicycles should be carried within this Commonwealth by railroad corporations under the supervision of the Board; to recommend to said railroad corporations such changes in their present rules relative thereto as the Board may think desirable for the public interest; and to report to the General Court what legislation, if any, the Board may think advisable in regard to such carriage of bicycles."

In the investigation conducted by the Board under the above resolve, the same parties and interests were represented, and by substantially the same persons, as at the recent hearing; and the facts and considerations bearing on both sides of the question were presented and discussed at length. As the result of the proceedings then had before the Board, and of subsequent conferences between the parties, a modified and materially reduced bicycle tariff was in September, 1896, agreed upon between the representatives of the wheelmen and the railroad and other transportation companies in the

New England Passenger Association. Mr. Elliott and those acting with him not only expressed their cordial satisfaction with the adjustment so arrived at, but desired the Board promptly to approve the new schedule of rates, and to report to the General Court that no legislation on the subject-matter was necessary; all of which the Board did.*

Under the tariff thus established, the bicycle charge is 10 cents in all cases where the passenger fare is less than 75 cents, with a graduated increase for higher rates of fare. The largest possible tariff charge within the limits of this State would be 45 or 50 cents. In point of fact, a very large proportion of all the bicycles carried within the State pay only the 10-cent rate. On the Boston & Maine, for example, more than 90 per cent of all the bicycles were carried the last year at this minimum charge; and the highest actual charge on this road within the State was 25 cents. The petitioner now asks that the charge in all cases, without regard to fare or distance, shall be 10 cents, and no more; with the suggestion that the railroad companies be required at the same time to furnish increased special facilities for the handling and carriage of bicycles in baggage rooms and cars.

It was not shown at the recent hearing that there has been in the last two years any change in the conditions of bicycle transportation in this State, and no new light was thrown on the substantial merits of the question. It being conceded that some charge on bicycles is proper, an adjustment of the charge according to fare or distance is not unusual or unreasonable. Upon a review of the subject-matter, we have been unable to see any good reason why the bicycle tariff of 1896, which after full consideration was approved as fair and satisfactory by the parties as well as by the Board, should now be disturbed.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JULY 2, 1898.

* For the special report of the Board on the investigation of 1896, see 28th Annual Report, January, 1897, pp. 11-17; and for the Bicycle Tariff then agreed upon, see p. 187 of the same Report.

WHISTLING OF LOCOMOTIVES.

PETITION RELATIVE TO WHISTLING ON THE NEW ENGLAND RAILROAD
IN THE TOWN OF FRANKLIN.

This is a petition of the selectmen and citizens of the town of Franklin, praying that whistling of locomotives on the main line of the New England Railroad be abated within certain specified limits in that town. After due notice to the railroad company, a hearing was given September 28, 1898.

The complaint of the petitioners appears to be two-fold. First, it is claimed that the alleged annoyance is largely caused by the engineers of locomotives who sound the whistle when approaching the signal at the station in Franklin for the purpose of announcing their approach and obtaining from the operator at that point authority to proceed in accordance with the requirements of the company. According to the testimony presented, it appears that such engineers have not confined themselves to an ordinary signal whistle in approaching that point, but have resorted to long and continuous whistling as they passed through the town, which appears to have been the chief cause of complaint with the petitioners.

Under the statute the Board has no authority to forbid the sounding of the locomotive whistle except at crossings of the tracks of railroads with public ways; but it is provided that the Board may recommend such changes as may seem to it proper in the sounding of locomotive whistles. The Board is of opinion that there is much unnecessary whistling at the point in question, and therefore recommends to the railroad company that it be kept within reasonable and necessary bounds for the future.

The second branch of the complaint is that disturbance is caused by whistling as a crossing signal at the crossing of Union Street with the railroad in the westerly part of the town. From the evidence presented it does not appear to the Board that the annoyance caused by the whistling at this crossing is sufficiently serious to justify the Board in ordering its discontinuance, and this portion of the petition is therefore refused.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

[B.]

SPECIAL REPORTS ON STREET RAILWAY
MATTERS.

STATION ACCOMMODATIONS.

PETITION OF THE CITY OF CAMBRIDGE FOR MORE AMPLE TRANSFER
STATIONS AND OTHER ACCOMMODATIONS.

This petition is presented by the mayor of Cambridge pursuant to an order of the city council. It asks that the West End Street Railway Company be required "to provide additional accommodations for the travelling public in the shape of larger and more convenient waiting-rooms and stations, more convenient ways of reaching and leaving cars, and such other accommodations as the Railroad Commissioners may think justice to all parties concerned requires."

Public hearings, December 6 and 21, 1897, January 20 and February 16, 1898, and a view by the Board, March 4, 1898. Gilbert A. A. Pevey, Esq., city solicitor, for the petitioner, and Prentiss Cummings, Esq., for the West End Street Railway Company. Pending the hearings the West End railway was leased to the Boston Elevated Railway Company, and the latter company thereupon appeared as the respondent in the case.

The particular grievance alleged is the want of proper and adequate provision at Harvard Square for the convenience, comfort and safety of passengers in taking and leaving cars, especially when changing from one line of cars to another at this important transfer point; and the undue obstruction of the square for other public use. There was much evidence tending to substantiate these grounds of complaint. We are satisfied that a grievance exists and that occasion for relief has been shown.

It is not so easy to prescribe an available remedy. We have found in this regard a somewhat remarkable diversity of opinion among those who have carefully and intelligently studied the existing evils and the methods of cure. The complexity of the problem may be inferred from the fact that no less than nine different plans, to say nothing of various palliative suggestions, have been offered for our

consideration. Two of these plans were submitted by the counsel for the petitioner, one by the railway company, and six by citizens of Cambridge. Omitting minor features and details, they may be briefly outlined as follows :—

1. The removal of the transfer station (in whole or in part) from Harvard Square to Putnam Square or Lafayette Square, or to some other point in that direction, with the provision of a suitable waiting-room or station building at the place selected.

2. The construction of a subway under Massachusetts Avenue, with its easterly portal at Putnam Square and its westerly portal on the small triangular common next north of Harvard Square.

3. The erection on the common just named of a transfer station for all of the lines that centre at Harvard Square, the incoming and outgoing Mt. Auburn line cars to make a circuit round this station either from their present tracks in Harvard square, or over new routes through Appian Way, Mason and other cross streets which connect Mt. Auburn and Garden streets.

4. The erection (as per plan submitted by the city solicitor) of a transfer station on the southerly portion of the irregular block of land bounded by Brattle Street and Square and by Mt. Auburn and Boylston streets; the retention of the existing outward main track on Massachusetts Avenue, but the removal of the inward main track (between Putnam and Harvard squares) to Mt. Auburn Street; all of the lines to use the proposed station, the outgoing cars bound north from Harvard Square making for this purpose a circuit around or through the station *via* Boylston and Brattle streets.

5. The erection (as per an alternative plan submitted by the city solicitor) of a transfer station on the southerly portion of the adjacent block bounded by Harvard Square and by Boylston, Mt. Auburn and Dunster streets; the plan being in other respects similar to the preceding, except that the outgoing northbound cars would make the circuit of the station *via* Dunster and Boylston streets.

6. The removal of both of the main tracks now on Massachusetts Avenue (between Putnam and Harvard squares) to Mt. Auburn Street, and the erection on the last above-described site of a two-story station adapted to both surface and elevated railway use; the tracks of the northerly surface lines to pass through Boylston Street and along the westerly side of Harvard Square.

7. The appropriation of the land and building at the corner of Mt. Auburn and Dunster streets, owned by the railway company and formerly used for a stable, to the purposes of a transfer station; both main tracks to be removed as above from Massachusetts Avenue to Mt. Auburn Street, and the tracks of the northerly lines to pass through Dunster Street and across Harvard Square.

8. The construction of two main tracks on Mt. Auburn Street from Putnam Square to Brattle Square (either with or without the entire abandonment of the existing main tracks on Massachusetts Avenue), and of two connecting main tracks through Boylston Street for the use of the northerly lines; the building of an "island" station or covered platform in Mt. Auburn Street between Boylston and Dunster streets, located between the two main tracks; this section of Mt. Auburn Street to be widened on both sides, so as to afford adequate space for a roadway and sidewalk for ordinary traffic on either side of the station; such station to be the transfer station for all of the lines that now centre at Harvard Square.

9. As a temporary expedient (proposed by the railway company), the placing of a curbed and covered island shelter in Harvard Square, in front of the present waiting-room and adjacent to the outward main track, for the especial use and protection of transfer and other passengers while waiting to take outgoing cars; inbound passengers to continue to use as now the waiting-room and sidewalk shelter.

It does not seem to us necessary to discuss at length or to compare in detail the distinctive features and merits of all of these various plans. Some of them would evidently require special enabling legislation and a large expenditure of money. Most of them involve coöperation by the city. It may be assumed that there is no one of them that has not some argument in its favor. No practicable plan can probably be devised which is so complete as to combine in itself the possible advantages of all of the plans, or so perfect as to meet the views of all persons and give equal satisfaction to all interests. That plan must be adopted which is on the whole the best.

There are, as it seems to us, some controlling facts and conditions that should be recognized in any plan for radical and permanent relief. There must be, to begin with, a transfer station in the vicinity of Harvard Square. This is necessitated by the numerous railway lines that here meet and diverge, the many and populous communities within and beyond the limits of the city which they serve, and the consequently large and increasing multitude of persons who are daily collected and brought to this point, here again to be distributed and conveyed to other points. Provision must therefore be made for a transfer station of large use and ample convenience.

The station should be so located that all of the cars between which transfers are to be made shall pass directly by it on their regular routes. There must be no circuits in order to reach the station. The fewer the tracks and the quicker the transit, the better. It is also essential to expedition that the tracks approach and leave the station as nearly as may be in right lines. A marginal location on private land outside the street is to be avoided, if for no other reason, because

it involves troublesome curves, the more difficult and slower movement of cars, and the dangerous crossing of sidewalks. Some of the plans, which have other good points, are open to serious if not fatal objection on account of the curves and circuits, one or both, with which they are complicated.

If some other convenient site is available, the station should be located not directly in the main tideway of ordinary traffic. This is an objection to the present location in Harvard Square. The concentrated currents of highway and railway travel, meeting at the same point, conflict with and obstruct each other, and overtask the capacity of the channel. A location on one side of a much-used public square, inaccessible with convenience and safety from the other side, is also in itself undesirable.

It is of absolute importance that the plan for the surface lines shall harmonize with that for the elevated system. The elevated railway is to be located in Mt. Auburn Street. One of its important functions, perhaps the most important, will be the conveyance of transfer passengers to and from the surface railways. This will necessitate for its use a terminal transfer station at a point in Mt. Auburn Street which may be conveniently reached by all of the surface lines, — that is, at a point east of and near to Brattle Square. This should be also the place of transfer between the surface railways. The same corporation will control and operate both systems. It has ample statutory powers as regards the provision of station facilities. There is no apparent obstacle to the working out of a plan for a transfer station at this point, located between the main tracks and thereby avoiding all unnecessary track crossings, which shall provide convenient, safe and ample accommodations for the passengers of both systems.

For these reasons, the plan of an island station in Mt. Auburn Street, proposed by President Eliot and numbered 8 in the foregoing list, with proper adaptation to elevated as well as surface railway use, appears to us to be on the whole clearly the best for radical and permanent relief. Four other plans, including those submitted by the counsel for the city, propose the removal of the station to this same locality. Its removal to the north or east of Harvard Square would be obviously unwise.

The widening of some portion of Mt. Auburn Street, if not required for the elevated railway, would, as we understand, be probably required by the removal of the two main surface tracks to that street. To this extent it would seem to be necessary for the city to coöperate in the execution of the plan above indicated. We have not deemed it necessary to discuss the incidental advantages of this plan, but only its practicability and efficacy as a permanent cure for the specific difficulties now under consideration.

As a measure of temporary relief, and as such only, we should have been inclined to recommend, at least as an experiment, the placing of a curbed and covered island shelter in Harvard Square, substantially as suggested by the respondent company. For legal or other reasons, which we do not fully know or understand, the authorities of the city appear to have pronounced against this (at least as a permanent) method of relief; and we defer to their better judgment in this regard.

In addition to the through main tracks, there are now in Harvard Square two spur or dead-end tracks on which the East Cambridge cars reverse and stand between trips, and a side or loop track used on occasion as a shorter connection or cut-off for cars running to and from the northerly lines. These tracks and the method of their use materially increase the occupation of the square, which is thus made to serve the purposes not only of a junction station, but of a terminal yard; and the resulting annoyance is analogous to that which is caused by the switching and standing of engines and cars and the making up of railroad trains on or across a public thoroughfare. These tracks are doubtless a convenience to the company in the operation of its lines, and to a portion of its passengers. To other passengers, and to the general public in the use of the square, they are a source of serious obstruction and danger. The use of a public street or square, especially one of this character, for the standing of cars, is not a legitimate use. The tracks are there, however, by the permission of the city authorities; and it is for them to say whether the tracks shall remain. We have no doubt that their removal would materially relieve the obstruction of the square for other public uses.

Some other measures of partial or temporary relief have been suggested, but they seem to us as of questionable value, or, in the prospect of permanent relief, as of doubtful expediency.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

MAY 16, 1898.

REVISION OF FARES.

PETITION OF CITIZENS OF WHITMAN FOR REVISION OF FARES BETWEEN WHITMAN AND BROCKTON ON THE BROCKTON STREET RAILWAY.

Public hearings, February 4 and 14, 1898. L. E. Chamberlain, Esq., for the petitioners, and W. A. Reed, Esq., for the railway company. Certain petitioners were also represented by Mr. Silas B. Duffield and by Mr. Matthew J. Teahue.

The petitions are numerously signed, many witnesses were in attendance, and both sides of the case have been fully and ably presented and argued. Material changes and reductions, both in single-ride and transfer fares, were proposed and urged. The Board does not upon the whole see its way clear to recommend all that is now asked.

One change, however, seems to us to be fair and reasonable. Brockton, with a population of about 35,000, and Whitman, with a population of about 7,000, are both thriving and growing municipalities, closely connected in business and industries. The centre of Brockton, which for the present purpose may be taken to be the intersection of Main and Centre streets, is 4.68 miles from the centre of Whitman. The fare between these points, with or without transfer to other routes in Brockton, is now 10 cents. We think the fare between these centres or for any intermediate distance, without such transfer, should not exceed 5 cents; and we recommend that it be so fixed. In making this recommendation, we contemplate that in other respects the present system of fares between Brockton and Whitman, including the special coupon rates in the morning and evening for the benefit of working people, will remain unchanged.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

MARCH 1, 1898.

GRADE CROSSINGS OF RAILROADS BY STREET
RAILWAYS.

PETITION OF WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY
FOR CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN
& HARTFORD RAILROAD ON MAIN STREET IN NORTHBOROUGH.

In the matter of the petition of the Worcester & Marlborough Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of a street railway across the track of the New York, New Haven & Hartford Railroad at the same level with said track, on Main Street in the town of Northborough, —

It appearing, after public notice and hearings on January 13 and March 8, and a view of the premises on March 2, 1898, at which hearings the said railway and railroad companies appeared by their respective counsel and were fully heard, that the said railway company has been granted by the board of selectmen of said town of Northborough a location for a street railway track on said Main Street, and has accepted said location; and that while existing conditions continue the public convenience may reasonably require, under proper limitations, restrictions and regulations, the maintenance and operation on said Main Street of a railway track at the same level with said railroad track, — it is

Ordered, That the Board consent to the construction by the said railway company of a street railway across said railroad track at the same level therewith, on said Main Street in the town of Northborough; but upon and subject to the following express conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely:

1. Said railway company shall construct but one street railway track at grade across said railroad track on said Main Street.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in a manner satisfactory to said railroad company and to the Board; or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing the parties, is prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead construction thereat are in good repair and working condition, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with the gate tender in closing and opening the gates or otherwise, and shall in all respects coöperate with the gate-tender in further protecting the crossing.

4. Said railway company shall remove or cause to be removed the trees which stand in the curve on the easterly side of the railroad on the southerly side of said Main Street, so that the view at said crossing of a train approaching from the south shall at no time be obstructed by trees for a distance of 1,000 feet from said crossing.

5. Said railway company shall from time to time provide and maintain such other or further safeguards or means of protecting said crossing as the Board, after notice and hearing, deems necessary for the public safety and in writing prescribes.

6. In view of the changes which may occur in existing conditions, the consent hereby given is limited to the term of five years from the date of this order; and the right of said railway company to construct and maintain a railway track across said railroad track at grade as aforesaid shall cease at the expiration of said term, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained.

7. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, as the Board may deem to be reasonable and necessary.

By order of the Board,

WM. A. CRAFTS,
Clerk.

MARCH 10, 1898.

PETITION OF PALMER & MONSON STREET RAILWAY COMPANY FOR
CONSENT TO GRADE CROSSING OF BOSTON & ALBANY RAILROAD
ON A HIGHWAY IN PALMER.

In the matter of the petition of the Palmer & Monson Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway

across the track of the Ware River Railroad, now leased to and operated by the Boston & Albany Railroad Company, at the same level with said track, on the highway leading from the village of Thorndike to the village of Three Rivers in the town of Palmer, at a point near the town house in said town, —

It appearing, after public notice and a hearing at which the said railroad company appeared by its counsel and was fully heard, that the petitioner has been granted by the selectmen of said town of Palmer a location of its railway across said railroad on the highway aforesaid, and has accepted said location ; and that, upon all the facts shown and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad on said highway, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across said railroad at the place aforesaid, but upon and subject to the following conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely :

1. But one railway track shall be constructed across said railroad at grade on said highway.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in such manner, with frogs or other devices, as is satisfactory to said railroad company ; or, if the parties do not agree in regard thereto, in such manner as is from time to time, after notice and hearing, prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards now or hereafter required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead electric construction at and near the same are at all times in good working condition and repair, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train ; and no railway car shall cross or begin to cross said railroad except when and as he shall direct.

4. The right of said railway company to construct and maintain a railway track across said railroad at grade as aforesaid shall cease at the expiration of five years from the date of this order, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained by said railway company.

5. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, or such other safeguards may be required, as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

By order of the Board,

WM. A. CRAFTS,
Clerk.

APRIL 4, 1898.

PETITION OF WEBSTER & DUDLEY STREET RAILWAY COMPANY FOR
CONSENT TO GRADE CROSSING OF NEW ENGLAND RAILROAD ON
EAST MAIN STREET IN WEBSTER.

In the matter of the petition of the Webster & Dudley Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the tracks of the New England Railroad at the same level with said tracks, on East Main Street in the town of Webster, —

It appearing, after public notice and a hearing at which the said railroad company appeared by its counsel and was fully heard, and upon a view of the premises, that the petitioner has been granted by the selectmen of said town of Webster a location of its railway across said railroad on the street aforesaid, and has accepted said location; and that, upon all the facts shown and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad on said East Main Street, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across said railroad at the place aforesaid, but upon and subject to the following conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely:

1. But one railway track shall be constructed across said railroad at grade on said East Main Street.
2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in such manner, with frogs or other devices, as is satisfactory to said railroad company; or, if the parties do not agree in regard thereto, in such manner as is from time to time, after notice and hearing, prescribed by the Board.
3. Said railway company, in addition to the other precautions and safeguards now or hereafter required by law or rule, shall at its own

cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead electric construction at and near the same are at all times in good working condition and repair, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct.

4. The right of said railway company to construct and maintain a railway track across said railroad at grade as aforesaid shall cease at the expiration of one year from the date of this order, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained by said railway company.

5. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, or such other safeguards may be required, as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

By order of the Board,

WM. A. CRAFTS,

Clerk.

JULY 13, 1898.

PETITION OF EAST TAUNTON STREET RAILWAY COMPANY FOR CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD ON MIDDLEBOROUGH AVENUE IN TAUNTON.

In the matter of the petition of the East Taunton Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the track of the Old Colony Railroad, now operated under lease by the New York, New Haven & Hartford Railroad Company, at the same level with said track, on Middleborough Avenue in the city of Taunton, —

It appearing, after public notice and a hearing at which the said railroad company appeared by its counsel and was fully heard, that the petitioner has been granted by the board of aldermen of said city of Taunton a location of its railway on said Middleborough Avenue where the same is crossed by said railroad at grade, and has accepted said location; and that, upon all the facts shown and while existing conditions continue, the public convenience may reasonably require and the public safety reasonably permit, with proper safeguards and regulations, the construction and maintenance of said railway at the same level with said railroad at the place aforesaid, — it is

Ordered, That the Board consent to the construction by the petitioner of its railway at grade across said railroad at the place prayed for, but upon and subject to the following conditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely :

1. Said railway company shall construct but one street railway track across said railroad at grade on said Middleborough Avenue.

2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in such manner, with frogs or other devices, as is satisfactory to said railroad company ; or, if the parties do not agree in regard thereto, in such manner as is from time to time, after notice and hearing, prescribed by the Board.

3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead electric construction at and near the same are at all times in good working condition and repair, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine or train ; and no railway car shall cross or begin to cross said railroad except when and as he shall direct.

4. The right of said railway company to construct and maintain a railway track across said railroad at grade as aforesaid shall cease at the expiration of two years from the date of this order, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained by said railway company.

5. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, or such other safeguards may be required, as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JULY 22, 1898.

PETITION OF FITCHBURG & SUBURBAN STREET RAILWAY COMPANY
FOR CONSENT TO GRADE CROSSING OF NEW YORK, NEW HAVEN
& HARTFORD RAILROAD ON WATER STREET IN LEOMINSTER.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway across the track of the Northern division of the New York, New Haven & Hartford Railroad Company at the same level with said track, on Water Street in the town of Leominster, —

It appearing, after public notice and hearings on November 7 and November 18, and a view of the premises on November 11, at which hearings the said railway and railroad companies appeared by their respective counsel and were fully heard, that the said railway company has been granted by the board of selectmen of said town of Leominster a location for a street railway on said Water Street, and has accepted said location; and that while existing conditions continue the public convenience may reasonably require, under proper limitations, restrictions and regulations, the maintenance and operation on said Water Street of a railway track at the same level with said railroad track, — it is

Ordered, That the Board consent to the construction by the said railway company of its railway across said railroad track at the same level therewith, on said Water Street in the town of Leominster; but upon and subject to the following express conditions, limitations, restrictions and regulations in respect to such crossing and the manner and use thereof, which are imposed pursuant to the provisions of chapter 228 of the Acts of 1892, — namely:

1. Said railway company shall construct but one street railway track at grade across said railroad on said Water Street.
2. The said crossing shall be constructed and maintained, by and at the cost of said railway company, in a manner satisfactory to said railroad company and to the Board; or, if the parties do not agree in regard thereto, in such manner as from time to time, after notice and hearing the parties, is prescribed by the Board.
3. Said railway company, in addition to the other precautions and safeguards required by law or rule, shall at its own cost station at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man whose business it shall be to see that said crossing and the overhead construction thereat are in good repair and working condition, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approach-

ing or expected engine or train; and no railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with the gate-tender in closing and opening the gates or otherwise, and shall in all respects coöperate with the gate-tender in further protecting the crossing.

4. Said railway company shall from time to time provide and maintain such other or further safeguards or means of protecting said crossing as the Board, after notice and hearing, deems necessary for the public safety and in writing prescribes.

5. In view of the changes which may occur in existing conditions, the consent hereby given is limited to the term of three years from the date of this order; and the right of said railway company to construct and maintain a railway track across said railroad track at grade as aforesaid shall cease at the expiration of said term, unless the further consent of the Board or other lawful authority therefor shall have been first duly obtained.

6. The foregoing conditions, limitations, restrictions and regulations may be from time to time so changed and modified, in accordance with the provisions of said chapter 228 of the Acts of 1892, as the Board may deem to be reasonable and necessary.

By order of the Board,

WM. A. CRAFTS,

Clerk.

DECEMBER 29, 1898.

[C.]

ORDERS RELATING TO RAILROADS.

RAILROAD LEASES.

· APPROVAL OF TERMS OF LEASE OF NEW ENGLAND RAILROAD TO
NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

In the matter of the petition of the New England Railroad Company for the approval by the Board, under chapter 399 of the Acts of 1898, of the terms of a lease of the road, franchise and property of said petitioning company to the New York, New Haven & Hartford Railroad Company, a copy of which lease is annexed to the petition, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that such lease has been authorized by said chapter 399 of the Acts of 1898; that the terms of said lease have been agreed to by the directors of both of said corporations, and have been approved at meetings called for the purpose by a majority in interest of the stockholders of the said New York, New Haven & Hartford Railroad Company, and by a majority in interest of the holders of the common stock and of the preferred stock, respectively, of the said New England Railroad Company, exclusive of any stock of said company of which the New York, New Haven & Hartford Railroad Company was at the time the legal or equitable owner, or for the purchase of which its funds have been used; that the convenience of the public will be promoted by the operation of the railroads of both corporations under one management, and that the terms of said lease are consistent with the public interest, — it is

Ordered, That the terms of said lease, as set forth in the copy thereof hereunto annexed, be and the same are hereby approved.

Ordered, also, That the Board approve, as a part of the terms of said lease, of an exchange of stock of the lessor company for stock of the lessee company in the ratio of one share of the capital stock of the lessee for five shares of the common capital stock of the lessor, and in the ratio of one share of the capital stock of the lessee for two

shares of the preferred capital stock of the lessor, in the manner and upon the conditions set forth in an agreement* between the lessee company and representatives of the stockholders of the lessor company, a copy of which agreement, bearing even date with said lease, is filed with the petition in this case.

Attest: Wm. A. CRAFTS,
Clerk.

JUNE 30, 1898.

[COPY.]

THE NEW ENGLAND RAILROAD COMPANY (hereinafter called the Lessor) hereby demises and lets, for the term of ninety-nine years beginning the first day of July, 1898, provided this lease shall be legally authorized and duly approved, unto THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY (hereinafter called the Lessee), and to its successors and assigns, both the Lessor and Lessee being corporations existing under the laws of the State of Connecticut and of the Commonwealth of Massachusetts and of the State of Rhode Island and Providence Plantations, and whose roads connect with each other, all and singular its railroads and property of every description, whether within its location or not, including all rights, franchises, easements, privileges and appurtenances thereunto belonging, together with the right to demand and receive for the Lessee's own use all tolls, rents, revenues, income and profits of the demised premises, including also therein all the right, title and interest of the Lessor in and to any and all railroads operated by it under lease or otherwise, and in or to any stock and securities of other corporations owned by it or held by or for it, all dividends thereon and the right of voting on the same, and in and to all contracts and obligations of or with other railroads, corporations or individuals, and all income advantages and benefits to be derived therefrom, hereby assigning and transferring unto the Lessee, under the terms and provisions of this lease and for the purposes thereof, and subject to all obligations and incumbrances thereon, all its railroad, property, franchises and assets of every description, however described and wherever situated, except the corporate seal, the stockholders' and directors' record books, and the transfer and stock books, to which the Lessee may have access at reasonable times.

And the Lessor covenants with the Lessee that it will suffer and permit the Lessee, it keeping all the covenants on its part as herein contained, to occupy, possess and enjoy said premises, property, rights, franchises and privileges during the term aforesaid without hindrance or molestation.

And the Lessor hereby makes, constitutes and appoints the Lessee its agent during the term of this lease to operate all its leased railroads and property, the Lessee herein to do and perform as such agent all acts with reference thereto incumbent by law or by contract upon the Lessor herein, and in consideration thereof to receive the income and profit arising from such operation; and the Lessor hereby agrees, as soon as it legally may, to make from time to time proper and complete assignments to the Lessee of all leasehold rights of the Lessor.

* See pages 11 and 12, *ante*.

And the Lessor covenants that during the continuance of this lease it will maintain its corporate organization, the Lessee paying all reasonable and proper expenses thereof, and for that purpose will hold all necessary meetings, elect all necessary officers and make all necessary records, reports, reissues of stock certificates, and transfers and registrations of bonds; and that it will from time to time, whenever requested by the Lessee, take real estate for the convenient operation of said railroads, the Lessee, however, advancing therefor all damages and expenses; and that the Lessee may use the Lessor's name in bringing or defending any suits or proceedings so far as it is or may be necessary for the protection or enjoyment of said demised premises, property, rights, franchises and privileges, or for the acquisition of additional real estate, but at the sole expense of the Lessee, saving the Lessor harmless from all loss, costs or damages thereby accruing.

And the Lessor covenants that, for the purpose of making permanent improvements upon the property hereby demised, and for the purpose of discharging its indebtedness and of paying and refunding any indebtedness secured by mortgage or other lien upon its property, it will at the request of the Lessee make such lawful issue, and reissue in renewal, of bonds or of stock, or both, as shall from time to time be necessary and proper to be issued; and that at the request of the Lessee it will execute mortgages of said demised premises or any part thereof to secure the payment of the principal and interest of such bonds; and that it will not issue any stock or bonds, or create any indebtedness or lien upon said demised premises or property, except under and in accordance with the directions, or by the previous written consent, of the Lessee.

And the Lessor hereby makes, constitutes and appoints the Lessee its true and sufficient and lawful attorney from time to time to bargain and sell, with the assent of the directors of the Lessor, lands and structures of the Lessor on such terms as to the Lessee shall seem meet, and hereby authorizes the Lessee in the name of the Lessor to make, execute, acknowledge and deliver good and sufficient deeds and conveyances of all the right, title and interest of the Lessor so bargained and sold in and to the same; the Lessor agreeing, whenever thereto requested by the Lessee, and upon reasonable notice, to affix its corporate seal to such deeds and conveyances; and the Lessee covenants and agrees that other lands and structures of equal value shall be conveyed to the Lessor in lieu of any lands or structures so sold and conveyed; all property so acquired to become a part of the demised premises.

And the Lessor covenants that it will at any time or times hereafter, upon the reasonable request of the Lessee, make, do and execute, or cause or procure to be made, done and executed, all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the Lessee, as by the Lessee shall be reasonably devised, advised or required.

And the Lessee covenants to pay as rent hereunder to each holder of record of the preferred stock of the Lessor the sum of one dollar on each of his shares on the last secular days of October, February and June in each year; the first payment to be made on the last secular day of October, 1898.

And the Lessee further covenants to provide for the payment in the manner hereinbefore mentioned of the principal of all funded indebtedness for the payment of which the Lessor may be legally holden and of all indebtedness secured by any mortgage or other lien upon its property as the same shall from time to time mature, and to assume and pay all the other obligations of the Lessor of every name and nature as the same shall from time to time fall due, and to keep and perform all and singular the contracts relating to said demised premises and property now in force and binding on the Lessor, whether arising under leases or otherwise, and as to property leased to the Lessor, the Lessee shall be subject to the leases under which such property is held.

And the Lessee further covenants to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the Lessor or Lessee with reference to the premises and property hereby demised, the capital stock of the Lessor, its indebtedness, franchises and revenues or said rental; said payments to be made to the authority or treasurer entitled by law to receive the same, whether Federal, State or municipal, so that said Lessor shall be saved harmless during the continuance of this lease from any tax, assessment or charge under laws or proceedings made or authorized by the United States or any State or municipality.

Provided, that (1) if the Lessee shall at any time fail to pay the interest on the Lessor's bonded indebtedness when the same falls due, or (2) if the Lessee shall fail for thirty days to make any payment of rent as above stipulated, or (3) if the Lessee shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for six months after written notice thereof shall have been given by the Lessor to the Lessee; then, and in either of said events, this lease shall expire and terminate at the option of the Lessor, and the Lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant.

And the Lessee covenants that it will at its own cost and expense during the continuance of this lease furnish and provide all such books, forms and papers, and do and perform all such acts and things as may be required for the proper payment of interest and for the issue, record and transfer of the stock of the Lessor, and for the issue, registration and transfer of any bonds herein referred to, as a part of the expenses of organization.

And the Lessee covenants that it will operate the Lessor's said railroads and the leased railroads of the Lessor as required by all legal enactments from time to time in force, and furnish all equipment, in addition to that hereby demised, which may be necessary for such operation, and maintain said demised premises and property during said term in good condition and up to its present standard as a railroad; and that it will make all additions, alterations, improvements and betterments which may be necessary or proper with reference to the premises and property hereby leased; and that all lands, structures, improvements, betterments and renewals so added to or made upon the real estate hereby demised shall become the property

of the Lessor and a part of the demised premises and that at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the Lessor possession of said demised premises and leased properties, rights, franchises and privileges, together with any and all additions and substitutions which may have been made thereto as aforesaid, and will also return or deliver, in lieu of the personal property set out in the inventory hereinafter provided to be made, the same or other personal property of similar character, value and uses, and appropriate for the operation of the Lessor's railroads.

And the Lessee covenants that it will save the Lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the Lessee in the use of said demised premises under this lease; and will, at its own expense, defend all suits pending or brought against the Lessor and pay the judgments therein when demanded on final process; and that it will during said term make all returns required by the laws of any State, or of the United States, in relation to the property hereby leased, to any public officer or other legal authority; and that, should any returns be required by law of the Lessor, the Lessee will furnish on demand, so far as it has the means, all information necessary therefor.

And the parties hereto mutually agree that an inventory and appraisal of all the personal property hereby demised, including stocks and securities held by the Lessor, shall be made as of the first day of July, 1898, by representatives of the Lessor and Lessee, or in case of disagreement as to any item or items by a third person to be agreed upon by the Lessor and Lessee.

Nothing herein contained shall prevent the Lessor and Lessee from modifying, changing, amending, annulling or cancelling this lease by mutual agreement.

IN WITNESS WHEREOF, the parties hereto, under the authority and direction of their respective Boards of Directors have caused this instrument to be signed by their respective Vice-Presidents and their corporate seals to be hereto affixed, this tenth day of May, A.D. 1898.

THE NEW ENGLAND RAILROAD COMPANY,

By EDWARD D. ROBBINS,

[CORPORATE SEAL.]

Vice-President.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD
COMPANY,

By JOHN M. HALL,

[CORPORATE SEAL.]

Vice-President.

ISSUES OF STOCK AND BONDS.

Boston Terminal Company—Issue of Mortgage Bonds.

In the matter of the petition of the Boston Terminal Company for the approval by the Board, under chapter 516 of the Acts of 1896, of an issue of bonds by said company to the amount of \$3,000,000, in addition to the amount of \$9,000,000 heretofore approved by the Board, for the purpose of carrying out the provisions of said act, entitled "An Act to provide for a Union Station for Passengers on Railroads entering the Southerly part of the city of Boston,"—

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds by said company to such an amount as may be necessary and as may be approved by the Board, has been authorized by said chapter 516 of the Acts of 1896; that the purposes for which it is proposed to issue said bonds are necessary and lawful, and that such issue is consistent with the public interests; and

It being deemed by the Board that an additional issue of bonds to the amount of \$3,000,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified,— it is

Ordered, That the Board approve an additional issue of coupon or registered bonds by the said Boston Terminal Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$3,000,000 par value, to bear date February 1, 1897, and to be payable fifty years from said date, with interest at the rate of three and one-half per cent per annum, and secured by a mortgage of a part or all of the real estate of said company, now owned or hereafter acquired, and otherwise secured as provided in said act; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To providing the necessary means for the acquisition of land under and in accordance with the provisions of the act aforesaid, and for the erection of a passenger station thereon, and for defraying the cost of such station and its appurtenances, in compliance with the provisions of said act.

Attest: WM. A. CRAFTS,

Clerk.

JANUARY 27, 1898.

Fitchburg Railroad Company—Issue of Bonds.

In the matter of the petition of the Fitchburg Railroad Company for the approval by the Board, under chapter 462 of the Acts of 1894,

of an issue of bonds by said company to the amount of \$1,450,000, for the purpose of refunding a portion of the funded debt of said company, and for other purposes set forth in said petition, —

It appearing, upon investigation by the Board, that an issue of bonds to the amount aforesaid has been authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$1,450,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Fitchburg Railroad Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$1,450,000 par value, the said bonds to be dated January 1, 1898, and to be payable in not to exceed thirty years from said date, with interest at a rate not to exceed four per cent per annum; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. To paying, retiring and refunding other bonds of said company now outstanding, to the amount of \$550,000, to wit, an issue of six per cent bonds originally issued by the Cheshire Railroad Company and assumed by said Fitchburg Railroad Company, which said bonds mature July 1, 1898.
2. To paying, cancelling and funding mortgage debt of said company, to the amount of \$500,000, originally contracted by the Hoosac Tunnel Dock & Elevator Company and assumed by said Fitchburg Railroad Company, which said debt matures April 5, 1898.
3. To paying and funding the floating debt of said company, amounting to about \$475,000, which has been incurred in the purchase of lands, the construction of new tracks, the elimination of grade crossings, and in other permanent additions and improvements to its railroad and railroad property.

Attest:

Wm.

J. McCULLOUGH,

Assistant Clerk.

FEBRUARY 2, 1898.

Boston & Lowell Railroad Corporation

— Issue of Bonds.

In the matter of the petition of the Boston & Lowell Railroad Corporation for the approval of the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said corporation to an amount not to exceed \$226,900, for the purpose hereinafter set forth, —

It appearing, after public hearing and such further investigation as was deemed requisite, that said corporation has assumed and is bound to pay certain six per cent bonds originally issued by the Salem & Lowell Railroad Company, to the amount of \$226,900, which bonds mature October 1, 1898; and that, for the purpose of paying and refunding said bonds, an issue of four per cent bonds not to exceed said amount, payable twenty years from said first day of October, 1898, has been authorized by the vote of the stockholders of said corporation at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; and

It being deemed by the Board that an issue of bonds to the amount of \$214,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Boston & Lowell Railroad Corporation, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$214,000 par value, to be dated October 1, 1898, and payable twenty years from said date, with interest at a rate not to exceed four per cent per annum; the said bonds or the proceeds thereof to be applied (after applying the sinking fund on hand) to the following purposes, and to no other, namely: To paying, retiring and refunding the aforesaid six per cent bonds of the Salem & Lowell Railroad Company, to the amount of \$226,900, falling due on said first day of October, 1898; and any excess of the bonds hereby authorized, or of the proceeds thereof, not required and used for that purpose, to be applied to paying for permanent additions and improvements upon the road and property of said corporation, made pursuant to its lease to the Boston & Maine Railroad, dated June 22, 1887.

Attest: Wm. A. Crafts,
Clerk.

MARCH 14, 1898.

Boston Terminal Company — Issue of Mortgage Bonds.

In the matter of the petition of the Boston Terminal Company for the approval of the Board, under chapter 516 of the Acts of 1896, of an issue of bonds by said company to the amount of \$1,000,000, in addition to the amount of \$12,000,000 heretofore approved by the Board, for the purpose of carrying out the provisions of said act, entitled "An Act to provide for a Union Station for Passengers on Railroads entering the Southerly part of the city of Boston," —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of bonds by said company to such an amount as may be necessary and as may be

approved by the Board, has been authorized by said chapter 516 of the Acts of 1896; that the purposes for which it is proposed to issue said bonds are necessary and lawful, and that such issue is consistent with the public interests; and

It being deemed by the Board that an additional issue of bonds to the amount of \$1,000,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an additional issue of coupon or registered bonds by the said Boston Terminal Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$1,000,000 par value, to bear date February 1, 1897, and to be payable fifty years from said date, with interest at the rate of three and one-half per cent per annum, and secured by a mortgage of a part or all of the real estate of said company, now owned or hereafter acquired, and otherwise secured as provided in said act; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To providing the necessary means for the acquisition of land under and in accordance with the provisions of the act aforesaid, and for the erection of a passenger station thereon, and for defraying the cost of such station and its appurtenances, in compliance with the provisions of said act.

Attest: Wm. A. Crafts,

Clerk.

DECEMBER 23, 1898.

RAILROAD CROSSINGS.

ABOLITION OF GRADE CROSSINGS WITH PUBLIC WAYS.

Change of Grade of Boston & Lowell Railroad, in Arlington.

In the matter of the abolition of certain grade crossings of public ways in the town of Arlington with the railroad of the Boston & Lowell Railroad Corporation, as determined by the special commission appointed by the Superior Court on the petition of the selectmen of Arlington, —

It appearing that said special commission has determined that a change of grade of the said railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board, under the provisions of chapter 312 of the Acts of 1892, to said change of grade; and it appearing also that the several parties in interest have consented to the same and do not desire to be heard, — it is

Ordered, That the Board hereby consents to a change of the grade of said Boston & Lowell Railroad in the town of Arlington as set forth in the report of said special commission, whereby the grade of the railroad is raised nine (9) inches above its present grade.

Attest: WM. A. CRAFTS,
Clerk.

JULY 8, 1898.

Change of Grade of Old Colony Railroad, in Abington.

In the matter of the abolition of the grade crossing of a public way in the town of Abington with the Old Colony Railroad, now leased to the New York, New Haven & Hartford Railroad Company, as determined by the special commission appointed by the Superior Court on the petition of the directors of said New York, New Haven & Hartford Railroad Company, —

It appearing that said commission has determined that a change of grade of said Old Colony Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change of grade, under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having declared that they do not desire to be heard in the premises, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, hereby consents to a change in the grade of said Old Colony Railroad in the town of Abington, as set forth in the report of the special commission and shown on a plan filed with said report.

Attest: WM. A. CRAFTS,
Clerk.

JULY 29, 1898.

Change of Grade of Fitchburg Railroad, in Gardner.

In the matter of the abolition of the grade crossing of Union Street in the town of Gardner with the Fitchburg Railroad, —

It appearing that the special commission appointed by the Superior Court on the petition of the selectmen of Gardner, has decided that in order to effect the separation of grades of the public way and the railroad, it is necessary for the security and convenience of the public that a change should be made in the grade of the railroad, and application being made for the consent of the Board under the provisions of chapter 312 of the Acts of 1892, and the parties in interest having assented to such change of grade or not desiring to be heard thereon, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, hereby consents to the change of the grade of said Fitchburg Railroad, the grade of the top of the rail of the tracks of said railroad company where they are to pass under said Union Street, to be established as follows :

Beginning at station eighty-five (85) at elevation one hundred five and seven-tenths (105.7) as shown on the plan aforesaid ; thence by a descending grade of two hundred forty-six thousandths feet (0.246) per one hundred (100) feet to station one hundred eleven (111) and elevation ninety-nine and three-tenths (99.3). Said tracks are to pass under the highway bridge with a clear headroom of eighteen (18) feet between the top of the rail and the under side of the highway bridge.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 22, 1898.

Change of Grade of Connecticut River Railroad, in Chicopee.

In the matter of the abolition of the grade crossings of certain streets in the city of Chicopee with the tracks of the Connecticut River Railroad, now operated by the Boston & Maine Railroad, as determined by the special commission appointed by the Superior Court on the petition of the mayor and aldermen of said city, —

It appearing that said commission has determined that a change of grade of the railroad is necessary in order to effect said abolition, and application being made for the consent of the Board, under the provisions of chapter 312 of the Acts of 1892, to said change of grade, and the several parties in interest having respectively waived their right to be heard upon the question of such consent, — it is

Ordered, That the Board hereby consents that the grade of said Connecticut River Railroad in the city of Chicopee may be changed in the manner and to the extent set forth in the report of said special commission and the plans accompanying the same.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 3, 1898.

COST OF ABOLISHING GRADE CROSSINGS.

Boston & Albany Railroad with Public Ways in West Stockbridge and Richmond.

In the matter of the abolition of the grade crossings of the Boston & Albany Railroad with public ways in the town of West Stockbridge, one known as Gray's or Stickle's crossing and the other as Arnold's crossing, also of the grade crossing of a public way in the town of Richmond, known as Griffing's crossing, as determined by the special commission appointed by the Superior Court on the petition of the Boston & Albany Railroad Company, an estimate of the total cost of the abolition of said several crossings having been submitted to the Board and duly considered, —

The Board hereby certifies that in its judgment the expenditure on the part of the Commonwealth under this and similar certificates previously issued agreeably to section 11 of chapter 428 of the Acts of 1890, will not exceed the limit prescribed by said act as amended by chapter 439 of the Acts of 1896. [Estimated cost, \$11,000.]

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 8, 1898.

Similar certificates have been granted as follows: —

March 24, 1898, New York, New Haven & Hartford Railroad, with a public way in Harwich. Estimated cost, \$17,764.

March 24, 1898, New York, New Haven & Hartford Railroad, with Main Street in Blackstone. Estimated cost, \$44,462.

March 24, 1898, New England Railroad, with East Main Street in Blackstone. Estimated cost, \$23,304.

April 13, 1898, Fitchburg Railroad, with School and Main streets and Chestnut Hill road in Athol. Estimated cost, \$104,285.63.

June 30, 1898, Old Colony Railroad, with Central Street in Abington. Estimated cost, \$25,506.80.

September 22, 1898, Fitchburg Railroad, with Union Street in Gardner. Estimated cost, \$20,000.

December 6, 1898, Connecticut River Railroad, with public ways in Chicopee. Estimated cost, \$275,287.53.

December, 27, 1898, Norwich & Worcester Railroad, with South-bridge Street in Auburn. Estimated cost, \$20,850.

ALTERATION OF CROSSINGS WITH PUBLIC WAYS.

New England and Providence & Worcester Railroads with St. Paul Street in Blackstone.

In the matter of an alteration of the crossings of the New England Railroad and the Providence & Worcester Railroad with St. Paul Street in the town of Blackstone, as prescribed by this Board by its order * of October 22, 1896, on appeal from a decree of the county commissioners of Worcester County, the Board designates George W. Bishop, one of its members, for appointment by the Superior Court on the special commission provided for in section 131 of chapter 112 of the Public Statutes and chapter 295 of the Acts of 1887, to determine the questions therein named in relation to the alteration prescribed as aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 16, 1898.

New England Railroad with Hunnewell Street, in Needham, on Appeal from the County Commissioners of Norfolk County.

In the matter of the appeal of the New England Railroad Company to this Board, under chapter 135 of the Acts of 1882, from a decision of the county commissioners of the county of Norfolk in a proceeding arising under section 129 of chapter 112 of the Public Statutes, as hereinafter more fully set forth, —

It appearing, after due notice to the parties in interest and a public hearing, which was held by written agreement of the parties at this office, and at which the appellant and the petitioners in said original proceeding appeared by their respective counsel and were fully heard, that the said county commissioners, at a meeting held on the fourth

* See 28th Annual Report, January, 1897, page 168.

Tuesday of September, 1897, and by adjournment from time to time on December 21, 1897, upon the petition of the selectmen of the town of Needham adjudged and decreed that it is necessary for the security and convenience of the public that an alteration should be made in the crossing of Hunnewell street, so called, a highway in said town of Needham, with the railroad of the said New England Railroad Company, and prescribed the manner and limits within which such alterations should be made, as more fully set forth in the copy of the record of the proceedings of said county commissioners which is on file in this office and may be referred to, and thereupon certified their said decision to the parties and to this Board ; and

It further appearing that the said New England Railroad Company, being aggrieved by said decision, appealed therefrom to this Board, and perfected its appeal by filing with said county commissioners a notice of such appeal, and by thereafter filing with the clerk of this Board a petition setting forth the reasons of appeal ; and

It further appearing that the parties in interest have agreed in a writing filed with this Board that it is necessary for the security and convenience of the public that certain alterations hereinafter more fully set forth should be made in said crossing, and that said railroad company should make and carry out such alterations and should bear the entire expense of so doing, and the application for a special commission to determine which party shall make said alterations, and to apportion the expense thereof, being waived ;

Now, after hearing the parties as aforesaid and upon consideration, and in accordance with the terms of said agreement, — it is

Adjudged and ordered, That it is necessary for the security and convenience of the public that the alterations prayed for in the petition of the said selectmen in the aforesaid crossing of said Hunnewell Street with said railroad shall be made as follows :

The present highway bridge over the railroad is to be widened ten feet, of which eight feet shall be added to the northerly side of the bridge by the addition of four stringers similar to those already supporting the bridge, distant from each other two feet on centres, and two feet shall be added to the southerly side of the bridge by the addition of one similar stringer, also at a distance of two feet on centres. Suitable railings shall be constructed, and such work shall be done on the abutments and support on the northerly side of the bridge as may be necessary to carry the additional stringers and to support the bridge as widened in accordance with this order. A space of four feet on the southerly side of the bridge is to be reserved as a sidewalk, by the placing of a six by six-inch scantling four feet from and parallel to the southerly railing, projecting above the floor of the bridge four inches. The work shall be done sub-

stantially in accordance with a plan made by L. B. Bidwell, chief engineer N. E. R. R. Co., dated June 18, 1897, a copy of which plan is on file in this office and may be referred to.

Attest: WM. A. CRAFTS,
Clerk.

JULY 11, 1898.

CONSTRUCTION OF RAILROADS AND PUBLIC WAYS AT GRADE.

Water Street with Norwich & Worcester Railroad, in Oxford.

In the matter of the petition of the selectmen of the town of Oxford, praying for the consent of the Board, under section 125 of chapter 112 of the Public Statutes, to the laying out in said town of a public way, known as Water Street, across the tracks of the Norwich & Worcester Railroad, now operated by the New York, New Haven & Hartford Railroad Company, at the same level with said tracks, —

It appearing to the Board, after public notice and a hearing at which the petitioners and said railroad corporation appeared by their respective counsel and were fully heard, that for several years there has been a crossing of said street and railroad in common use, and that the county commissioners of the county of Worcester, by their decree dated November 9, 1898, have adjudged that the public convenience and necessity require that said Water Street be laid out as a town way across said railroad at a level therewith; and it also appearing that there are two grade crossings of said railroad within five hundred feet of each other, one being that of the said Water Street and the other an established town way about five hundred feet farther north, and that it has been agreed by the parties in interest and voted by the town of Oxford that when Water Street is laid out as provided by the said decree of the county commissioners, the said town way is to be discontinued, — it is

Ordered, That the Board consent to the laying out and construction of said Water Street as a town way over and upon the said Norwich & Worcester Railroad at the same level therewith, in the location described in the aforesaid decree of said county commissioners; but upon the following express condition and limitation: —

That the aforesaid existing town way across said railroad, about five hundred feet north of said Water Street, known as George Wait crossing, shall be discontinued and the crossing of the railroad tracks by said way shall be permanently closed.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 27, 1898.

GRADE CROSSINGS BY RAILROAD TRACKS FOR PRIVATE USE.

On Petition of Frank P. Cheney, across Tanner Street, in Lowell.

In the matter of the petition of Frank P. Cheney, of Lowell, for the consent of the Board to the construction by him of a railroad track, to be operated by steam power, for private use in the transportation of freight across Tanner Street in the city of Lowell, at the same level with said street, —

It appearing, after public notice and hearing, that the board of aldermen of said city have given their consent thereto, and that the county commissioners of Middlesex County, by their decree dated March 5, 1898, have adjudged that public necessity requires such crossing at grade, and no one appearing to object or show cause against the same, — it is

Ordered, That the Board consent to the construction by the petitioner of a railroad track for private use as aforesaid, beginning in the southeasterly line of said Tanner Street in said city of Lowell, at a point about six feet northeasterly from a stone bound at the northwesterly corner of land of said Cheney, thence running northwesterly in a curve with a radius of 150 feet across said Tanner Street at a level therewith, and connecting with a branch or spur of the Boston & Lowell Railroad, now leased to and operated by the Boston & Maine Railroad, as shown on a plan filed with said petition: *Provided, however*, and on the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 24, 1898.

On Petition of George H. Goodwin and another, across New Cross Street, in Somerville.

In the matter of the petition of George H. Goodwin and another for the consent of the Board to the construction of a railroad track for private and temporary use in the transportation of gravel across New Cross Street in the city of Somerville, —

It appearing that the board of aldermen of said city by its order dated March 23, 1898, has consented thereto, — it is

Ordered, That the Board hereby consents to the construction by the petitioners of a railroad track for the use aforesaid, to be operated by steam power, across and at the level with said New Cross Street in said city of Somerville: *provided*, that a flagman shall display a

flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing ; and that no engine, car or train shall cross said street at a greater speed than four miles an hour ; *provided, also*, that said track across said street shall be removed and the street restored to its present condition within ninety days after the date of this order.

Attest : WM. A. CRAFTS,
Clerk.

MARCH 28, 1898.

On Petition of George C. Moore, across a Public Way, in Chelmsford.

In the matter of the petition of George C. Moore, of Chelmsford, for the consent of the Board to the construction by him of a railroad track for private use in the transportation of freight across a public way in said town of Chelmsford, at the same level with said way, —

It appearing, after public notice and hearing, that the selectmen of said town have given their consent thereto, and that the county commissioners of Middlesex County, by their decree dated April 14, 1898, have adjudged that public necessity requires such crossing at grade, and no one appearing to object or show cause against the same, — it is

Ordered, That the Board consent to the construction by the petitioner of a railroad track for private use as aforesaid, connecting with the Stony Brook Railroad, now leased to and operated by the Boston & Maine Railroad, and running across Main Street, so called, in the village of North Chelmsford at a point near the store of Elisha H. Shaw : *Provided, however*, and on the express condition, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing ; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest : WM. A. CRAFTS,
Clerk.

MAY 10, 1898.

On Petition of Robert H. White and David F. Sherwood, across a Public Way, in Norton.

In the matter of the petition of Robert H. White and David F. Sherwood for the consent of the Board to the construction of a railroad track at grade across a public way in the town of Norton, connecting with the Old Colony Railroad, now leased to and operated by the New York, New Haven & Hartford Railroad Company, for private use in the transportation of freight, and to be operated by steam power, —

and temporary maintenance of a bridge over the tracks of said company at Walnut Street, in Dedham, at a height of less than eighteen feet above the rails, — it is

Ordered, That the Board hereby consents to the construction and temporary maintenance of a bridge over the tracks of the Dedham Branch of the New York, New Haven & Hartford Railroad Company at Walnut Street, in Dedham, at a clear height of fifteen feet above said tracks, for a period of one month from this date, during the change of grade of said tracks, after which the height of said bridge shall be eighteen feet above the tracks.

Attest : WM. A. CRAFTS,
Clerk.

APRIL 14, 1898.

Bridge over Boston & Providence Railroad at Dartmouth Street, and the several Bridges at Columbus Avenue, Cazenove, Berkeley, Tremont, Ferdinand, Castle and Chandler streets, Shawmut Avenue, Washington Street, Harrison Avenue, Broadway and Albany Street, in Boston.

In the matter of the petition of the Boston & Providence Railroad Corporation for the consent of the Board, under section 120 of chapter 112 of the Public Statutes, to the construction in the city of Boston of certain highway bridges over an extension of the railroad of said corporation from a point at or near Dartmouth Street to the grounds of the Boston Terminal Company, at a height of less than eighteen feet above the tracks of said extension, —

It appearing that all parties in interest have had notice, and that the board of aldermen of said city, acting as county commissioners for the county of Suffolk, by its order of March 14, 1898, has determined the manner in which said extension shall cross said streets, and has prescribed the height of said highway bridges, — it is

Ordered, That the Board hereby consents that the said highway bridges may be severally constructed at a clear minimum height above the tracks of said railroad extension not less than as follows: The bridge on Dartmouth Street, sixteen and one-half feet; the several bridges on Columbus Avenue, Cazenove and Berkeley streets, fifteen and one-half feet; the several bridges on Tremont, Ferdinand, Castle and Chandler streets, Shawmut Avenue, Washington Street, Harrison Avenue, Broadway and Albany Street, fifteen feet — all as shown on plans numbered A (1) to A (7), which are filed with the petition in this case and may be referred to.

Attest : WM. A. CRAFTS,
Clerk.

JUNE 10, 1898.

SUNDAY TRAINS AND STEAMBOATS.

Regular Sunday Trains on Boston, Revere Beach & Lynn Railroad.

On the petition of the Boston, Revere Beach & Lynn Railroad Company, — it is

Ordered, That the Board authorize the running by the Boston, Revere Beach & Lynn Railroad Company on the Lord's day, during the year 1898, of hourly trains between Lynn and Boston from 8.50 A.M. to 10.30 P.M., and on its Winthrop Branch as shown on the schedule filed with the petition.

But upon the following express conditions, viz. : —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the fares charged or collected on said trains shall in no case be less than the fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting steamboat lines, whether the tickets or fares be local or joint.

Ordered, That all votes or orders heretofore passed by the Board authorizing the running of trains on the Lord's day on any of the lines of the said railroad, are hereby revoked.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 18, 1898.

Regular Sunday Trains on New York, New Haven & Hartford Railroad.

On the application of the general superintendent of the Old Colony System of the New York, New Haven & Hartford Railroad, — it is

Ordered, That the Board authorize the running by the New York, New Haven & Hartford Railroad Company on the several divisions of the said Old Colony System within the limits of this Commonwealth, on the Lord's day, during the year 1898, of the regular passenger trains scheduled on the official printed time tables of said Old Colony System, No. 28, which took effect at 12.01 A.M. on Sunday, June 12, 1898; which tables are on file in this office and are made a part of this order.

But upon the following express conditions, viz. : —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the fares charged or collected on said trains shall in no case be less than the fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting steamboat lines, whether the tickets or fares be local or joint.

Ordered, That all votes or orders heretofore passed by the Board authorizing the running of trains on the Lord's day on any of the lines of the said railroad, are hereby revoked.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 24, 1898.

By similar orders, schedules of regular Sunday trains, deemed by the Board to be necessary for the public accommodation, have been authorized on the Boston & Maine Railroad, the Fitchburg Railroad, and the New England Railroad.

Special Sunday Train for Bay State Lodge of Brotherhood of Railroad Trainmen.

On the application of the Bay State Lodge, No. 88, of the Brotherhood of Railroad Trainmen, of Worcester, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train from Worcester to Providence and return on Sunday, July 31, 1898, for the use of the aforesaid Lodge, and not as a public excursion train. Said train is authorized for the reason that it is for the benefit of the relief fund of the Lodge, and that the members cannot unite in such excursion on any day but Sunday.

Attest: WM. A. CRAFTS,
Clerk

JUNE 14, 1898.

Special Sunday Train for Swedish Congregational Churches of Worcester.

On the application of Rev. A. L. Anderson in behalf of the Swedish Congregational Churches of Worcester, the Boston & Maine Railroad assenting, — it is

Ordered, That the Boston & Maine Railroad is hereby authorized to run a special train from Worcester to Sterling Junction and return, on Sunday, July 31, 1898, for the exclusive accommodation of the members of the Swedish Congregationalist Churches of Worcester desiring to attend an open air religious service at said Sterling, but not as a public excursion train.

Attest: WM. A. CRAFTS,
Clerk.

JULY 19, 1898.

1. Said boats shall not touch nor receive or discharge passengers at any intermediate point between Fall River and Block Island, excepting Newport and Narragansett Pier, either going or returning.

2. Said boats shall be run during such portion of the year only as regular week-day boats are run on the route aforesaid.

3. The fares and ticket rates charged or collected for transportation on said boats shall in no case be less than the regular week-day fares and rates charged or collected by said company for transportation between the same points on said route.

4. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boats or on any grounds or premises owned or controlled by said company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

5. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boats; and no offensive conduct of any kind shall be permitted thereon.

6. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest: WM. A. CRAFTS,
Clerk.

JULY 6, 1898.

MISCELLANEOUS RAILROAD MATTERS.

APPROVAL OF INTERLOCKING SIGNALS ON NEW YORK, NEW HAVEN
& HARTFORD AND NEW ENGLAND RAILROADS, AT WALPOLE.

In the matter of the application of the New York, New Haven & Hartford Railroad Company for the approval by the Board of the system of interlocking signals established by said company at the grade crossing of the Northern division of its railroad with the Eastern division of the New England Railroad at Walpole, —

After an examination thereof, and the New England Railroad Company having after notice waived a hearing, — it is

Ordered, That the said interlocking system, as shown by the diagram on file with the petition in this office, be and hereby is authorized and approved.

Attest :

WM. A. CRAFTS,

Clerk.

APRIL 7, 1898.

APPROVAL OF BLOCKS OR FOOT GUARDS ON FITCHBURG RAILROAD.

On the application of the chief engineer of the Fitchburg Railroad Company for the approval by the Board, under chapter 41 of the Acts of 1894, of a method of blocking of frogs, switches and guard-rails, now in use on the railroad of said company, — it is

Ordered, That the Board approve the Hart system, so called, of blocking frogs, switches and guard-rails, excepting guard-rails on bridges, as shown in detail in a blue print and drawing presented with said application and now on file in this office.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 7, 1898.

SAFETY APPLIANCES — EXTENSION OF TIME ON NEW YORK, NEW
HAVEN & HARTFORD RAILROAD.

In the matter of the application of the New York, New Haven & Hartford Railroad Company for an extension of time for the equipment of certain rolling stock with safety appliances, —

It appearing that the New England Railroad Company has leased to said New York, New Haven & Hartford Railroad Company all its franchises and property, said lease taking effect July 1, 1898; that the freight cars of the said lessor company, which are included in said

lease, had not at the said date been equipped with power or train brakes and with automatic couplers in full compliance with the provisions of chapter 362 of the Acts of 1895; and that the period for such compliance had been extended in favor of said lessor company, by an order of the Board dated December 28, 1897, to January 1, 1900, — it is

Ordered, That the same extension of time, with respect to the equipment of the freight cars leased as aforesaid, be granted to said New York, New Haven & Hartford Railroad Company, as was by said order of December 28, 1897, granted to the New England Railroad Company.

Attest: WM. A. CRAFTS,
Clerk.

JULY 13, 1898.

PROHIBITION OF WHISTLING ON BOSTON & MAINE RAILROAD, IN
IPSWICH.

On the petition of the selectmen of Ipswich, after notice and a public hearing, at which the Boston & Maine Railroad appeared and was heard, — it is

Ordered, That the whistling of locomotives, as a crossing signal, on the Boston & Maine Railroad between Locust Street and Saltonstall Street (or Topsfield Road, also so called) in the town of Ipswich, is hereby prohibited: *Provided, however*, that the whistle shall be sounded for the crossings of said streets, and of any intervening street, if, when the engineer comes in view of the same, he is unable to see that the gates are closed or closing or that a flag or lantern is displayed, or if for any reason he deems that there is special occasion for whistling. This order shall remain in force until otherwise ordered by the Board.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 28, 1898.

[D.]

TABULATED STATEMENTS OF RAILROAD ACCIDENTS.

TRAIN ACCIDENTS.

Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1898.

DESCRIPTION OF ACCIDENTS.	Number of Accidents.	PASSENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Collisions:</i>									
Head,	4	-	9	-	10	-	-	-	19
Rear,	10	-	52	-	13	-	-	-	65
Crossing,	1*	-	-	-	-	-	2	-	2
In yards,	2	-	-	-	1	-	1	-	2
Total Collisions,†	17	-	61	-	24	-	3	-	88
<i>Derailments:</i>									
Passenger trains,	3	-	17	-	2	-	-	-	19
Freight trains,	1	-	-	-	1	-	-	-	1
In yards,	4	-	-	-	5	-	-	-	5
Total Derailments,‡	8	-	17	-	8	-	-	-	25
Total Train Accidents,	25	-	78	-	32	-	3	-	113

* Collision between a train and an electric car.

† Not including collisions of parts of separated trains, causing no personal injury.

‡ Not including derailments resulting in no injury to persons, nor derailments of parts of trains in freight yards.

MISCELLANEOUS RAILROAD MATTERS.

APPROVAL OF INTERLOCKING SIGNALS ON NEW YORK, NEW HAVEN & HARTFORD AND NEW ENGLAND RAILROADS, AT WALPOLE.

In the matter of the application of the New York, New Haven & Hartford Railroad Company for the approval by the Board of the system of interlocking signals established by said company at the grade crossing of the Northern division of its railroad with the Eastern division of the New England Railroad at Walpole, —

After an examination thereof, and the New England Railroad Company having after notice waived a hearing, — it is

Ordered, That the said interlocking system, as shown by the diagram on file with the petition in this office, be and hereby is authorized and approved.

Attest:

WM. A. CRAFTS,

*Clerk.*APRIL 7, 1898.

APPROVAL OF BLOCKS OR FOOT GUARDS ON FITCHBURG RAILROAD.

On the application of the chief engineer of the Fitchburg Railroad Company for the approval by the Board, under chapter 41 of the Acts of 1894, of a method of blocking of frogs, switches and guard-rails, now in use on the railroad of said company, — it is

Ordered, That the Board approve the Hart system, so called, of blocking frogs, switches and guard-rails, excepting guard-rails on bridges, as shown in detail in a blue print and drawing presented with said application and now on file in this office.

Attest:

WM. A. CRAFTS,

*Clerk.*JUNE 7, 1898.

SAFETY APPLIANCES — EXTENSION OF TIME ON NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

In the matter of the application of the New York, New Haven & Hartford Railroad Company for an extension of time for the equipment of certain rolling stock with safety appliances, —

It appearing that the New England Railroad Company has leased to said New York, New Haven & Hartford Railroad Company all its franchises and property, said lease taking effect July 1, 1898; that the freight cars of the said lessor company, which are included in said

TABULATED STATEMENT OF RAILROAD ACCIDENTS REPORTED DURING THE YEAR ENDING JUNE 30, 1898.

RAILROADS.	GENERAL SUMMARY OF ACCIDENTS.							TO PASSENGERS.					
	Total Number of In- juries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not fatal.	FROM CAUSES BEYOND THEIR OWN CONTROL.		BY THEIR OWN FAULT OR WANT OF CARE.	
										Killed.	Injured.	Killed.	Injured.
Boston & Albany,	293	15	186	17	75	285	8	55	238	-	2	1	12
Boston & Maine,	464	120	231	37	76	458	6	71	393	-	75	3	42
Boston, Revere Beach & Lynn,	4	-	-	-	4	4	-	4	-	-	-	-	-
Fitchburg,	114	9	70	10	25	112	2	25	89	-	5	1	3
New England,	58	2	26	4	26	56	2	18	40	-	1	-	1
New London Northern,	12	-	9	1	2	11	1	2	10	-	-	-	-
New York, New Haven & Hartford,	130	2	62	14	52	123	7	53	77	-	-	1	1
All other companies,	2	-	-	-	2	2	-	-	2	-	-	-	-
Totals,	1,077	148	584	83	262	1,051	26	223	849	-	83	6	59

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1898 — Continued.

RAILROADS.	TO EMPLOYEES.													
	To Trainmen.	To Other Employees.	IN COUPLING AND UNCOUPLING CARS.		BY OVERHEAD BRIDGES.		BY TRAIN ACCIDENTS.*		BY FALLING FROM TRAINS AND ENGINES.		FROM OTHER CAUSES.†		Total Killed.	Total Injured.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Boston & Albany,	138	48	-	52	1	5	1	18	7	38	8	56	17	169
Boston & Maine,	170	61	-	126	1	3	-	18	2	37	8	36	11	220
Boston, Revere Beach & Lynn, .	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fitchburg,	56	14	1	27	1	2	-	19	2	10	1	7	5	65
New England,	20	6	-	15	-	1	-	-	2	5	1	2	3	23
New London Northern,	5	4	-	3	-	-	-	-	-	2	-	4	-	9
N. Y., New Haven & Hartford, .	41	21	-	13	-	1	-	2	7	18	6	15	13	49
All other companies,	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals,	430	154	1	236	3	12	1	67	20	110	24	120	49	535

* Including engine and car accidents.

† Chiefly to men in freight yards, or to trackmen, while crossing or standing too near the tracks. Some of the casualties, though happening to employees, were not peculiar to the operation of railroads.

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1898 — Concluded.

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TO TRAMPASSERS.				
	WITH GATES OR FLAGS.		WITHOUT GATES OR FLAGS.		Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Besides.
	Killed.	Injured.	Killed.	Injured.							
Boston & Albany,	-	1	-	3	1	12	44	31	36	39	1
Boston & Maine,	9	13	1	9	3	2	60	16	44	32	-
Boston, Revere Beach & Lynn,	-	-	-	-	-	-	4	-	4	-	1
Fitchburg,	1	5	1	1	-	2	20	5	17	8	-
New England,	-	1	1	-	1	1	19	7	13	13	-
New London Northern,	-	-	1	-	-	-	1	1	1	1	-
N. Y., New Haven & Hartford,	5	2	2	2	2	1	46	6	30	22	1
All other companies,	-	-	-	-	-	-	2	-	-	2	-
Totals,	15	22	6	15	7	18	196	66	145	117	3

SUMMARY OF RAILROAD ACCIDENTS REPORTED DURING THE LAST TEN YEARS.

YEARS.	GENERAL SUMMARY OF ACCIDENTS.										TO PASSENGERS.				TO EMPLOYEES.	
	Total Number of Injuries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	From Causes beyond their Own Control.	By their Own Fault or want of Care.	Killed.	Injured.	To Trainmen.	To Other Employees.	
1889, . . .	652	58	315	82	197	605	47	236	416	10	48	9	49	271	44	
1890, . . .	880	171	390	70	199	777	53	257	573	88	83	38	133	307	83	
1891, . . .	826	134	408	84	200	784	42	269	557	74	60	39	95	336	72	
1892, . . .	1,100	156	624	91	229	1,056	44	267	833	68	88	16	140	529	95	
1893, . . .	1,451	182	924	99	246	1,417	34	353	1,098	76	106	25	157	832	92	
1894, . . .	1,114	146	600	83	285	1,064	50	232	882	66	80	18	128	480	120	
1895, . . .	981	48	600	81	252	951	30	248	733	5	43	5	43	483	117	
1896, . . .	1,025	89	578	74	284	1,002	23	274	751	37	52	10	79	439	139	
1897, . . .	919	63	537	75	244	892	27	248	671	24	39	1	62	415	122	
1898, . . .	1,077	148	584	83	262	1,051	26	228	849	83	65	6	142	430	154	
Totals, . . .	9,975	1,195	5,560	822	2,398	9,599	376	2,612	7,363	531	664	167	1,038	4,522	1,038	
Averages, . . .	998	120	556	82	240	960	38	261	736	53	66	17	108	452	104	

Summary of Railroad Accidents reported during the last Ten Years — Concluded.

YEARS.	TO EMPLOYEES — Concluded.						AT GRADE CROSSINGS.				AT STATIONS.		TO TRAMPASSERS.					
	In Coupling and Cars.	By Overhead Bridges.	By Train Accidents.	By Falling from Trains and Engines.	From Other Causes.	Total Killed.	Total Injured.	With Gates or Flags.	Without Gates or Flags.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
1889, .	140	12	19	57	87	61	254	22	34	30	26	16	10	167	30	119	78	7
1890, .	158	20	18	75	119	68	322	21	26	19	28	8	15	158	41	119	80	4
1891, .	194	19	27	69	99	67	341	21	51	24	48	9	3	166	34	129	71	4
1892, .	307	31	27	104	155	84	540	24	47	32	39	8	12	177	52	137	102	2
1893, .	412	44	40	185	243	110	814	32	44	36	40	10	13	190	56	141	105	9
1894, .	257	17	76	101	149	53	547	24	41	19	46	6	12	217	68	136	149	4
1895, .	256	22	66	107	149	67	533	30	41	26	45	3	7	192	60	147	105	2
1896, .	233	28	53	85	174	74	504	26	33	31	28	7	8	223	61	152	132	-
1897, .	193	23	45	72	204	70	467	29	26	26	29	11	9	180	64	140	104	-
1898, .	237	15	53	130	144	49	535	37	21	21	37	7	13	196	66	145	117	3
Totals, .	2,387	231	434	985	1,523	703	4,857	266	364	264	366	85	107	1,866	532	1,355	1,043	85
Averages,	239	23	43	99	153	70	486	27	36	26	37	9	11	187	53	136	104	4

* Including engine and car accidents.

[E.]

ORDERS RELATING TO STREET RAILWAYS.

OPERATING CONTRACTS AND CONSOLIDATIONS.

APPROVAL OF TERMS OF CONTRACT FOR OPERATION OF WORCESTER
& BLACKSTONE VALLEY STREET RAILWAY BY WORCESTER &
SUBURBAN STREET RAILWAY COMPANY.

In the matter of the petition of the Worcester & Suburban Street Railway Company for the approval by the Board of the terms of a proposed contract for the operation by said company of the railway and property of the Worcester & Blackstone Valley Street Railway Company, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that such contract is authorized by chapter 218 of the Acts of 1897; that the convenience of the public will be promoted by the operation of the railways of both companies under one management; and that there will be no increase of capitalization or debt by reason of such contract;

Now, therefore, it appearing to the Board, upon the facts and for the reasons above stated, that the terms are lawful and consistent with the public interest, — it is

Ordered, That the terms of the operating contract set forth in the copy of indenture hereto annexed be approved: *Provided, however*, that such contract shall not be valid or binding until the terms thereof have been agreed to by a majority of the directors, and approved at meetings called for the purpose by vote of a majority in interest of the stockholders, of each of said companies.

Attest: WM. J. McCULLOUGH,
 Assistant Clerk.

FEBRUARY 15, 1898.

[COPY.]

THIS INDENTURE, made this fifteenth day of October, A.D. 1897, by and between the Worcester & Suburban Street Railway Company, hereinafter called the Suburban Company, party of the first part, and the Worcester & Blackstone Valley Street Railway Company, hereinafter called the Blackstone Company, party of the second part, both being corporations established under the laws of the Commonwealth of Massachusetts, and owning railways which severally have a terminus in the village of Millbury and together form a continuous line from Worcester to Farnumsville,

WITNESSETH, That the Suburban Company may and will operate the railway of the Blackstone Company, in the manner and on the terms and conditions hereinafter set forth, for the term of three years from the day of the date hereof; but this indenture may be extended by mutual agreement of the parties hereto for a further term of not to exceed ten years; and may by like agreement be extended from time to time for still further terms of not to exceed ten years each: *provided*, that any such agreement for extension shall be in writing, and shall be executed and delivered at least three months before the expiration of the present or of any such further term; and, *provided, also*, that no such extension or agreement therefor shall be valid or binding until duly approved by the Board of Railroad Commissioners.

The franchise, railway and property of the Blackstone Company shall be operated and used by the Suburban Company upon the following terms and conditions, subject, however, to all the duties, restrictions, liabilities and provisions set forth in the general laws which now are or hereafter may be in force relating to street railways and street railway companies, and in any special laws which are or may be applicable to the parties hereto or to either of them; to wit: —

Basis of Operation.

An inventory of all the property of the Blackstone Company shall be delivered to the Suburban Company upon the execution and delivery of this indenture. Such additions, alterations and extensions of its railway and property as during the continuance or extension of this indenture the Blackstone Company may make with the approval in writing of the Suburban Company, shall be subject to the provisions of this indenture, and shall be operated and used by the Suburban Company after the delivery by the Blackstone Company to the Suburban Company of an inventory of the same, such delivery to be made immediately upon the completion thereof; but it is expressly understood and agreed that the Blackstone Company shall have the right to make any extensions or additions to its railway or property which it desires to make and which the Suburban Company does not in writing approve, and to operate or dispose of the same as it sees fit.

The Blackstone Company shall turn over its tracks and overhead system in suitable condition for operation by the Suburban Company at the time of the execution of this indenture, and shall also furnish such rolling stock,

equipment and other appurtenances (exclusive of power station) as would be necessary for the operation of its railway in case the same were to be operated as an independent system; and the Blackstone Company shall pay such sums as may be required by reason of faulty construction to put the railway and its appurtenances into proper condition for operation, provided it receives notice in writing from the Suburban Company, specifying what repairs or renewals are necessary, before January 1, 1898. The Blackstone Company agrees to provide at its own expense such additional rolling stock and equipment as it deems necessary during the continuance of this indenture to accommodate any increased business on its railway. The maintenance and repair of the Blackstone Company's tracks, overhead system, rolling stock and other equipment shall be done under the Suburban Company's direction, and shall, except as above provided, be paid for out of the earnings of said railway. The Suburban Company shall have no right in or control over the Blackstone Company's railway and property, except as required for operating the same in the manner and during the time stipulated in this indenture or any extension thereof.

No car or cars shall be run over the tracks of the Blackstone Company excepting those owned by that company, and no cars of that company shall be run over any other tracks, except as follows: As often as once an hour or oftener, during the hours in each day in which cars are run, a car of the Blackstone Company shall be run over the tracks of the Suburban Company from Millbury to Worcester, so as to make a continuous trip from Farnumsville to Worcester; and during the same day a car of the Suburban Company shall be run over the tracks of the Blackstone Company from Millbury to Farnumsville, so as to make the same number of continuous trips from Worcester to Farnumsville; and the continuous service on the two railways shall be thus equalized on each and every day.

The fares on the Blackstone Company's railway shall be established from time to time and maintained in the manner prescribed by the directors of that Company; but the fares shall not be less than those charged by the Suburban Company for similar distances on its railway, unless otherwise ordered by the Board of Railroad Commissioners.

The number of cars to be operated and the schedule of running time on the Blackstone Company's railway shall be under the direction of the Suburban Company; but the same shall be submitted to and approved by the directors of the Blackstone Company before going into effect; and if the Blackstone Company fails to approve such time-table as will reasonably and comfortably accommodate the travel on its railway, and as can be operated without unreasonable loss to that company, the Suburban Company may, on thirty days' notice, terminate this indenture.

The Blackstone Company shall, if granted a satisfactory location by the selectmen of Millbury, make proper rail connections at Millbury Village with the present terminus of the Suburban Company's railway at that point, and shall put up proper and sufficient feed and return wires on the poles of the Suburban Company to connect the Blackstone Company's railway at Millbury Village with the Suburban Company's power station. Such feed wire shall be of such size as will prevent a loss of more than fifteen per cent on the basis of 550 volts at said power station.

Book Accounts.

The Suburban Company shall keep all of the Blackstone Company's accounts in separate books, showing itemized receipts and disbursements, which books shall be known as the "Blackstone Division" books, and shall be open to the inspection of the directors of the Blackstone Company at all reasonable times; and said books shall be the property of and shall be delivered to the Blackstone Company upon the termination of this indenture.

The Suburban Company on Tuesday of each week shall deliver to the directors of the Blackstone Company an accurate report in writing of the earnings of the Blackstone railway for the week ending with the previous Saturday; and the Suburban Company on the fifteenth day of each month shall deliver an itemized report in writing of the expenses of the Blackstone railway for the previous month, or as nearly as the same can be determined without balancing its books.

The books of account shall be closed and balanced for the purpose of annual settlement under this indenture on September 30th of each year, and settlement between the parties hereto shall be made before the first day of November following. For the first six months of each fiscal year, ending March 31st, the Suburban Company on May 15th shall pay to the Blackstone Company what may be determined by the monthly reports aforesaid to be that company's share of the profits of its railway for said six months; and, in event of loss, the Blackstone Company shall pay to the Suburban Company its share of the same.

Credits.

All fares from passengers on cars of either company, going in either direction, between Farnumsville and the town hall in Millbury, excepting passengers presenting transfers, shall be credited to the Blackstone Company; and a register of all such cars shall be taken in such manner as to give a clear and correct record of all passengers thereon.

The Suburban Company shall upon request give transfer tickets to passengers paying fares on its railway between Bramanville and the town hall in Millbury, or between the city line of Worcester and said town hall, which tickets shall entitle such passengers to ride as far as the saw-mill on the next connecting car on the Blackstone Company's railway, without payment of additional fare; and such transfer tickets shall be received by the Blackstone Company. The Blackstone Company shall upon request give transfer tickets to passengers paying fares on its railway between the saw-mill and the town hall in Millbury, which tickets shall entitle such passengers to ride as far as Bramanville or the city line on the next connecting car on the Suburban Company's railway, without payment of additional fare; and such transfer tickets shall be received by the Suburban Company. Such transfer tickets of either company shall not be of cash value when redeemed. Receipts from advertising in cars owned by the Blackstone Company shall be credited to that company.

Charges.

The Suburban Company shall make no charge and shall receive no compensation from the Blackstone Company for superintendence, salaries, office expenses or rent. The Suburban Company shall charge to the Blackstone

Company, and shall deduct from the earnings of that company's railway, the necessary sums actually paid by the Suburban Company on account of the operation of that company's railway, as follows: Use of telephone, printing necessary reports, removal of snow, rents of waiting-rooms, accident insurance, fire insurance, taxes, repairs of roadway, overhead work, cars, trucks, motors, car-house men, truckmen, conductors and motormen; also for power at the rate of four cents per mile upon the railway of that company for cars and ploughs; but this charge shall include free of charge current for heating and lighting cars and lighting waiting-rooms, provided the current is taken from the power circuit. The charge against the Blackstone Company for oil and waste shall be upon the mileage basis, and at the same price as shown by the books of the Millbury division of the Suburban Company's railway to be the cost thereof per mile upon that division. The Suburban Company shall also charge for accident damages not covered by insurance, and for other necessary charges in the operation of the railway, and shall produce proper vouchers therefor upon settlement in November and May of each year.

Joint Profits and Liabilities.

After the foregoing operating expenses have been deducted from the earnings of the Blackstone Company's railway, that company shall be entitled to receive all the remaining profits up to and including five per cent annually on the amount of its outstanding capital stock authorized by the Board of Railroad Commissioners. Should there be any remaining profits, such profits shall be equally divided between the parties hereto. In case the operating expenses aforesaid should exceed the earnings of the Blackstone Company's railway, then such excess of expense shall be borne equally by the parties hereto.

Insurance.

The insurance upon such portions of the Blackstone Company's property as is insurable, shall be payable in case of loss to that company; and in case said property or any part thereof is destroyed or damaged by fire or other unavoidable casualty, the same shall be restored to proper condition by that company as quickly as practicable.

At the termination of this indenture, the Suburban Company agrees to deliver to the Blackstone Company all the property which has come into its possession by virtue of this indenture, with all renewals or additions thereto made by the Suburban Company, in as good order and condition as the same now is or may be put into by the Blackstone Company or the Suburban Company, use and ordinary wear excepted.

IN WITNESS WHEREOF, The Worcester & Suburban Street Railway Company and the Worcester & Blackstone Valley Street Railway Company have caused their corporate seals to be hereto affixed, and these presents to be signed in their name and behalf by their respective presidents and treasurers, thereto duly authorized, the day and year first above written.

**APPROVAL OF TERMS OF CONSOLIDATION OF THE NANTASKET ELECTRIC
WITH THE HINGHAM STREET RAILWAY COMPANY.**

In the matter of the joint petition of the Hingham Street Railway Company and the Nantasket Electric Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said first-named company of the franchise and property of said last-named company,—

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other; that such purchase and sale have been authorized by the statute aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest,—it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid:—

1. The Nantasket Electric Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Hingham Street Railway Company, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Hingham Street Railway Company shall assume and pay all the lawful debts, claims and demands now outstanding or hereafter at any time arising against the Nantasket Electric Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due delivery of such deed, the Hingham Street Railway Company shall issue to the holders of the 125 shares of the capital stock of the Nantasket Electric Street Railway Company, amounting to \$12,500, 125 shares of its own capital stock, amounting to \$12,500, to be exchanged share for share for the said shares of Nantasket Electric stock; and, upon such exchange being made, the certificates of the said Nantasket Electric stock shall be surrendered and cancelled, and shall not be reissued.

4. The said purchase and sale shall not be made, nor shall it be valid and binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: Wm. A. Crafts,

FEBRUARY 23, 1898.

Clerk.

and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: Wm. A. CRAFTS,
Clerk.

MARCH 24, 1898.

**APPROVAL OF TERMS OF CONSOLIDATION OF THE FALL RIVER WITH
THE GLOBE STREET RAILWAY COMPANY.**

In the matter of the joint petition of the Globe Street Railway Company and the Fall River Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said first-named company of the franchise and property of said last-named company, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies are connecting railways; that such purchase and sale are authorized by said chapter 269 of the Acts of 1897; that the terms thereof, as hereinafter set forth, have been agreed to by a majority of the directors of each of said companies; that the said terms will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The Fall River Street Railway Company, by a duly authorized and executed deed, shall convey and transfer its railway, franchise, rights, easements, and all of its property of every nature, both real and personal, to the Globe Street Railway Company, to have and to hold the same unto said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Globe Street Railway Company shall issue and deliver to the Fall River Street Railway Company, or to its stockholders, 500 shares of its own capital stock (amounting to \$50,000) to be exchanged share for share for the 500 outstanding shares (amounting to \$50,000) of the capital stock of the Fall River Street Railway Company; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

3. In consideration of such conveyance, the Globe Street Railway Company shall also assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, of the

amounting to \$50,000, to be exchanged share for share for the said shares of Arlington & Winchester stock ; and upon such exchange being made, the certificates of the said Arlington & Winchester stock shall be surrendered and cancelled, and shall not be reissued.

4. The said purchase and sale shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: Wm. A. CRAFTS,
Clerk.

JULY 14, 1898.

Braintree Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Braintree Street Railway Company for authority to increase the capital stock of said company, under chapters 464 of the Acts of 1894 and 409 of the Acts of 1896, by the amount of \$35,000, in addition to the amount of \$70,000 now authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$35,000, for the purpose of paying a part of the floating debt of said company, —

It appearing, after public notice and hearing, that said increase has been duly authorized by the vote of a majority in interest of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$30,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Braintree Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 300 additional shares, amounting at the par value thereof to \$30,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying the floating debt of said company incurred in the construction and equipment of its railway, including the floating debt of the Randolph Street Railway Company which had been so incurred, and which was assumed by the petitioner upon the purchase of the franchise and property of that company, as heretofore approved * by the Board.

And it appearing, after an examination of the assets and liabilities of said Braintree Street Railway Company, and upon an appraisal of the constructed tracks, the equipments, and the other real and personal property of said company, exclusive of its franchise, at the present cost and market values thereof, that the capital stock of said company shows an impairment to the amount of \$10,225.19; and that such impairment is due in considerable measure to the reduction in present cost and market values of material, as compared with those existing at the time of the construction and purchase of a portion of said appraised property, — it is

Ordered, That, as a condition of the aforesaid increase of capital stock, and as a requirement imposed on said company, the dividends

* See 29th Annual Report, January, 1898, p. 236.

APPROVAL OF TERMS OF CONSOLIDATION OF THE HULL WITH THE
HINGHAM STREET RAILWAY COMPANY.

In the matter of the joint petition of the Hingham Street Railway Company and the Hull Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said first-named company of the franchise and property of said last-named company, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other; that such purchase and sale have been authorized by the statute aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The Hull Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Hingham Street Railway Company, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Hingham Street Railway Company shall assume and pay all the lawful debts, claims and demands, funded or floating, now outstanding or hereafter at any time arising against the Hull Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due delivery of such deed, the Hingham Street Railway Company shall issue to the holders of the 200 shares of the capital stock of the Hull Street Railway Company, amounting to \$20,000, 160 shares of its own capital stock, amounting to \$16,000, to be exchanged in the ratio of four shares of Hingham stock for five shares of Hull stock; and, upon such exchange being made, the certificates of Hull stock shall be surrendered and cancelled, and shall not be reissued.

4. The said purchase and sale shall not be made, nor shall it be valid and binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 23, 1898.

APPROVAL OF TERMS OF CONSOLIDATION OF THE NANTASKET ELECTRIC
WITH THE HINGHAM STREET RAILWAY COMPANY.

In the matter of the joint petition of the Hingham Street Railway Company and the Nantasket Electric Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said first-named company of the franchise and property of said last-named company,—

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other; that such purchase and sale have been authorized by the statute aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest,—it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid:—

1. The Nantasket Electric Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Hingham Street Railway Company, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Hingham Street Railway Company shall assume and pay all the lawful debts, claims and demands now outstanding or hereafter at any time arising against the Nantasket Electric Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due delivery of such deed, the Hingham Street Railway Company shall issue to the holders of the 125 shares of the capital stock of the Nantasket Electric Street Railway Company, amounting to \$12,500, 125 shares of its own capital stock, amounting to \$12,500, to be exchanged share for share for the said shares of Nantasket Electric stock; and, upon such exchange being made, the certificates of the said Nantasket Electric stock shall be surrendered and cancelled, and shall not be reissued.

4. The said purchase and sale shall not be made, nor shall it be valid and binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

APPROVAL OF TERMS OF CONSOLIDATION OF THE PEOPLE'S WITH THE
LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY.

In the matter of the joint petition of the Lowell, Lawrence & Haverhill Street Railway Company and the People's Street Railway Company for the approval by the Board, under chapters 220 of the Acts of 1892 and 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said first-named company of the franchise and property of said last-named company, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other; that such purchase and sale are authorized by the statutes aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The People's Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Lowell, Lawrence & Haverhill Street Railway Company, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Lowell, Lawrence & Haverhill Street Railway Company shall assume and pay all of the funded and unfunded debts and all lawful claims and demands now outstanding or hereafter at any time arising against the People's Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

3. Upon the due execution and delivery of such deed, the Lowell, Lawrence & Haverhill Street Railway Company shall also issue and deliver to the People's Street Railway Company, or to the stockholders thereof, 65 of its own five per cent mortgage bonds of the par value of \$1,000 each (amounting to \$65,000), said bonds to be payable June 1, 1928, and the same to be exchanged for the 650 outstanding shares of the capital stock of the People's Street Railway Company (amounting to \$65,000) in the ratio of one such bond for ten shares of the said stock; and upon such exchange being made, the certificates of the said stock shall be surrendered and cancelled, and shall not be reissued.

4. The said purchase and sale shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified

and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: Wm. A. CRAFTS,
Clerk.

MARCH 24, 1898.

APPROVAL OF TERMS OF CONSOLIDATION OF THE FALL RIVER WITH
THE GLOBE STREET RAILWAY COMPANY.

In the matter of the joint petition of the Globe Street Railway Company and the Fall River Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said first-named company of the franchise and property of said last-named company, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies are connecting railways; that such purchase and sale are authorized by said chapter 269 of the Acts of 1897; that the terms thereof, as hereinafter set forth, have been agreed to by a majority of the directors of each of said companies; that the said terms will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid: —

1. The Fall River Street Railway Company, by a duly authorized and executed deed, shall convey and transfer its railway, franchise, rights, easements, and all of its property of every nature, both real and personal, to the Globe Street Railway Company, to have and to hold the same unto said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Globe Street Railway Company shall issue and deliver to the Fall River Street Railway Company, or to its stockholders, 500 shares of its own capital stock (amounting to \$50,000) to be exchanged share for share for the 500 outstanding shares (amounting to \$50,000) of the capital stock of the Fall River Street Railway Company; and the certificates of the latter shares shall upon such exchange be surrendered and cancelled, and the said shares and certificates shall not be reissued.

3. In consideration of such conveyance, the Globe Street Railway Company shall also assume, pay, discharge and perform all of the debts, liabilities, duties and obligations, of whatsoever nature, of the

Fall River Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

4. The purchase and sale shall not be made, nor shall it be valid or binding, until the terms thereof, as above specified, have been first approved by the vote of at least two thirds in interest of the stockholders of each of said companies at meetings called for the purpose.

Attest: Wm. A. CRAFTS,
Clerk.

MARCH 25, 1898.

APPROVAL OF TERMS OF CONSOLIDATION OF THE ARLINGTON & WINCHESTER WITH THE MYSTIC VALLEY STREET RAILWAY COMPANY.

In the matter of the petition of the Mystic Valley Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of the terms of a proposed purchase and sale by and to said company of the franchise, rights and property of the Arlington & Winchester Street Railway Company, —

It appearing, after a public hearing of which notice was given by public advertisement pursuant to the order of the Board, that the railways of said companies connect with each other and form a continuous line; that such purchase and sale have been authorized by the statute aforesaid; that the terms thereof, as hereinafter set forth, will involve no increase of the aggregate amount of the capital stock and debt of the two contracting companies; and that said terms are lawful and consistent with the public interest, — it is

Ordered, That the following be approved as the terms of the purchase and sale proposed to be made as aforesaid:

1. The Arlington & Winchester Street Railway Company, by a duly authorized and executed deed, shall convey and transfer to the Mystic Valley Street Railway Company, all its franchise, railway, equipments, rights, easements and other property, real and personal, to have and to hold the same to said last-named company, its successors and assigns, forever.

2. In consideration of such conveyance, the Mystic Valley Street Railway Company shall assume and pay all of the lawful debts, claims and demands now outstanding or hereafter at any time arising against the Arlington & Winchester Street Railway Company; and it shall be expressly so stipulated in the deed of conveyance aforesaid.

8. Upon the due delivery of such deed, the Mystic Valley Street Railway Company shall issue to the holders of the 500 shares of the capital stock of the Arlington & Winchester Street Railway Company, amounting to \$50,000, 500 shares of its own capital stock,

amounting to \$50,000, to be exchanged share for share for the said shares of Arlington & Winchester stock; and upon such exchange being made, the certificates of the said Arlington & Winchester stock shall be surrendered and cancelled, and shall not be reissued.

4. The said purchase and sale shall not be made, nor shall it be valid or binding, until the terms thereof, as herein above specified and approved, have been agreed to by a majority of the directors, and approved at meetings called for the purpose by the vote of at least two thirds in interest of the stockholders, of each of the companies aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

JULY 14, 1898.

ISSUES OF STOCK AND BONDS.

Norton & Attleborough Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Norton & Attleborough Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$40,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently incorporated under the general law with an authorized capital stock of \$40,000; that said capital stock has been duly subscribed and fifty per cent thereof paid in in cash; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Norton & Attleborough Street Railway Company of not to exceed 400 shares of its capital stock, amounting at the par value thereof to \$40,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying and capitalizing the necessary cost of building the roadbed and overhead electric system of the railway of said company upon the locations heretofore duly granted to said company in the towns of Norton and Attleborough.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash: *provided*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$40,000, has been actually paid in in cash.

Attest:

WM. A. CRAFTS,
Clerk.

JANUARY 19, 1898.

Braintree Street Railway Company— Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Braintree Street Railway Company for authority to increase the capital stock of said company, under chapters 464 of the Acts of 1894 and 409 of the Acts of 1896, by the amount of \$35,000, in addition to the amount of \$70,000 now authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$35,000, for the purpose of paying a part of the floating debt of said company, —

It appearing, after public notice and hearing, that said increase has been duly authorized by the vote of a majority in interest of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$30,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Braintree Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 300 additional shares, amounting at the par value thereof to \$30,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying the floating debt of said company incurred in the construction and equipment of its railway, including the floating debt of the Randolph Street Railway Company which had been so incurred, and which was assumed by the petitioner upon the purchase of the franchise and property of that company, as heretofore approved * by the Board.

And it appearing, after an examination of the assets and liabilities of said Braintree Street Railway Company, and upon an appraisal of the constructed tracks, the equipments, and the other real and personal property of said company, exclusive of its franchise, at the present cost and market values thereof, that the capital stock of said company shows an impairment to the amount of \$10,225.19; and that such impairment is due in considerable measure to the reduction in present cost and market values of material, as compared with those existing at the time of the construction and purchase of a portion of said appraised property, — it is

Ordered, That, as a condition of the aforesaid increase of capital stock, and as a requirement imposed on said company, the dividends

* See 29th Annual Report, January, 1898, p. 236.

declared or paid by said company to its stockholders shall not exceed four per cent in any one year, so long as such impairment, or any part thereof, continues to exist.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 27, 1896.

Norfolk Southern Street Railway Company (of Dedham) — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petitions of the directors of the Norfolk Southern Street Railway Company for authority, under chapters 409 of the Acts of 1896 and 462 of the Acts of 1894, to issue the original capital stock of said company, to wit, \$150,000, as fixed by its certificate of incorporation under the general law, and also to increase said capital stock by the amount of \$100,000, and to issue the same, so that its capital stock shall amount in the whole to \$250,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petitions have been duly authorized by votes of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$200,000 is reasonably requisite for the several purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase and issue, subject to the provisions of all laws applicable to such increase and issue, of the capital stock of the said Norfolk Southern Street Railway Company to an amount not to exceed in the whole \$200,000; the said increase and issue, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$150,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building the roadbed and track of the railway of said company

upon the locations heretofore duly granted to said company in the towns of Norwood, Walpole, Foxborough and Mansfield.

2. Stock to the amount of \$30,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the overhead electric system required for operating said railway.

3. Stock to the amount of \$20,000 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of buildings necessary for the operation of said railway.

Provided, however, that if less than 14.7 miles of main railway track are built by said company as aforesaid, the several amounts above specified shall be proportionately reduced.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

FEBRUARY 10, 1898.

Brockton & East Bridgewater Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Brockton & East Bridgewater Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$40,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, substantially equals the amount of capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

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It being deemed by the Board that an issue of bonds to the amount of \$30,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Brockton & East Bridgewater Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$30,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, amounting to about \$35,000, which has been incurred in the construction and equipment of its railway, and in the purchase of permanent real and personal property necessary for the operation thereof.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

FEBRUARY 17, 1898.

Holyoke Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Holyoke Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$100,000, in addition to the amount of \$400,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of paying and capitalizing the floating debt of said company incurred in construction and equipment and for other permanent additions to its property, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Holyoke Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,000 additional shares, amounting at the par value thereof to \$100,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and capitalizing the outstanding floating debt of said company, which has been incurred in constructing and equipping its railway, and in making permanent additions to its railway property and plant.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and twenty-five dollars per share.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 7, 1898.

Hingham Street Railway Company — Increase and Issue of Capital Stock.

In the matter of the petition of the Hingham Street Railway Company for leave to increase the capital stock of said company, under chapter 269 of the Acts of 1897, by the amount of \$28,500, in addition to the amount of \$159,500 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$28,500, for the purpose of acquiring by purchase the franchises and property of the Hull and the Nantasket Electric street railway companies, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that such purchase, and an increase and issue of capital stock therefor, are authorized by said chapter 269 of the Acts of 1897; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$28,500 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Hingham Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 285 additional shares, amounting at the par value thereof to \$28,500; the said stock to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed \$16,000 par value shall be applied solely to the retiring by exchange, in the ratio of four shares of Hingham stock for five shares of Hull stock, of the outstanding 200 shares of the capital stock, amounting to \$20,000, of the said Hull Street Railway Company, in accordance with the provisions of an order of the Board, dated February 28, 1898, approving the terms of the purchase and sale by and to said Hingham Street Railway Company of the franchise and property of said Hull Street Railway Company.

2. Stock to an amount not to exceed \$12,500 par value shall be applied solely to the retiring by exchange, share for share, of the outstanding 125 shares of the capital stock, amounting to \$12,500, of the Nantasket Electric Street Railway Company, in accordance with the provisions of an order of the Board, dated February 28, 1898, approving the terms of the purchase and sale by and to said Hingham Street Railway Company of the franchise and property of said Nantasket Electric Street Railway Company.

No shares are to be issued as aforesaid until the terms of the said purchases and sales have been approved, and said sales have been consummated, in the manner set forth in said orders.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 18, 1898.

Hingham Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Hingham Street Railway Company for the approval by the Board, under chapter 269 of the Acts of 1897, of an issue of mortgage bonds by said company to the amount of \$14,000, for the purpose of funding the floating debt assumed by said company in the purchase of the franchise and property of the Nantasket Electric Street Railway Company, —

It appearing, after public notice and hearing, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued, including all previous issues, will not

exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$14,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Hingham Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$14,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To providing the necessary means for paying and funding the floating debt of the Nantasket Electric Street Railway Company, which had been incurred in construction and equipment, and which was assumed by the petitioner as one of the terms of the purchase of the franchise and property of said company, approved by the Board by its order of February 28, 1898, under said chapter 269 of the Acts of 1897.

No bonds are to be issued as aforesaid until the terms of the said purchase and sale have been approved, and said sale has been consummated, in the manner set forth in said order.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 18, 1898.

Braintree Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Braintree Street Railway Company for authority to increase the capital stock of said company, under chapters 464 of the Acts of 1894 and 409 of the Acts of 1896, by the amount of \$35,000, in addition to the amount of \$70,000 now authorized, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$35,000, for the purpose of paying a part of the floating debt of said company, —

It appearing, after public notice and hearing, that said increase has been duly authorized by the vote of a majority in interest of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$30,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Braintree Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 300 additional shares, amounting at the par value thereof to \$30,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To paying the floating debt of said company incurred in the construction and equipment of its railway, including the floating debt of the Randolph Street Railway Company which had been so incurred, and which was assumed by the petitioner upon the purchase of the franchise and property of that company, as heretofore approved by the Board.

And it appearing, after an examination of the assets and liabilities of said Braintree Street Railway Company, and upon an appraisal of the constructed tracks, the equipments, and the other real and personal property of said company, exclusive of its franchise, at the present cost and market values thereof, that the capital stock of said company shows an impairment to the amount of \$10,225.19; and that such impairment is due in considerable measure to the reduction in present cost and market values of material, as compared with those existing at the time of the construction and purchase of a portion of said appraised property, — it is

Ordered, That, as a condition of the aforesaid increase of capital stock, and as a requirement imposed on said company, the dividends declared or paid by said company to its stockholders shall not exceed five per cent in any one year, so long as such impairment, or any part thereof, continues to exist: *provided*, that in any event there shall be applied to the payment of the debts of said company, or to making permanent additions to its property, enough of the net earnings of said company fully to repair its capital stock within not to exceed three years from September 30, 1897.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Ordered, also, with the consent of said company, that the order heretofore issued by the Board under date of January 27, 1898, authorizing and approving an increase and issue of capital stock by

said company to the amount of \$30,000, is hereby revoked and rescinded, no stock having been issued thereunder; and this order is substituted therefor.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 21, 1898.

Norton & Attleborough Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Norton & Attleborough Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$40,000, for the purpose of providing the means for completing the construction and equipment of its railway, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$40,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Norton & Attleborough Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$40,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$22,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the necessary cost of constructing the roadbed and track and the over-

head electric system of the railway of said company upon the locations heretofore duly granted to said company in the towns of Norton and Attleborough.

2. Bonds to an amount not to exceed \$18,000 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of the rolling stock necessary for the operation of the railway of said company upon the locations aforesaid.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 5, 1898.

Lowell, Lawrence & Haverhill Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Lowell, Lawrence & Haverhill Street Railway Company for the approval by the Board, under chapters 462 of the Acts of 1894 and 269 of the Acts of 1897, of an issue of mortgage bonds by said company to the amount of \$65,000, for the purpose of acquiring by purchase the franchise and property of the People's Street Railway Company, —

It appearing, after public notice and hearing, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 269 of the Acts of 1897 and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interest; and

It being deemed by the Board that an issue of bonds to the amount of \$65,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Lowell, Lawrence & Haverhill Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$65,000 par value, in denominations of \$1,000 each, payable June 1, 1923, with interest at five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds to be applied to the following purpose, and to no other, namely: Said bonds (amounting to \$65,000) shall be exchanged for the 650 outstanding shares of the capital stock of the People's Street Railway Company (amounting to \$65,000) in the ratio of one such bond (of the par value of \$1,000) for ten shares of the said capital stock, in accordance with the conditions and pro-

visions of an order heretofore issued by the Board under date of March 24, 1898, approving the terms of the purchase and sale of the franchise and property of said People's Street Railway Company by and to said Lowell, Lawrence & Haverhill Street Railway Company.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 11, 1898.

Globe Street Railway Company (of Fall River) — Increase and Issue of Capital Stock.

In the matter of the petition of the Globe Street Railway Company for leave to increase the capital stock of said company, under chapter 269 of the Acts of 1897, by the amount of \$50,000, in addition to the amount of \$650,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of acquiring by purchase the franchise and property of the Fall River Street Railway Company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Globe Street Railway Company by the issue of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said shares to be applied to the following purpose, and no other, namely: Said 500 shares (amounting to \$50,000) shall be exchanged share for share for the 500 outstanding shares (amounting to \$50,000) of the capital stock of the said Fall River Street Railway Company, in accordance with the conditions and provisions of an order heretofore issued by the Board under date of March 25, 1898, approving the terms of the purchase and sale of the franchise and property of said Fall River Street Railway Company by and to said Globe Street Railway Company.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 12, 1898.

Norton & Taunton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$80,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently organized under the general law with an authorized capital stock of \$80,000; that the issue of said capital stock has been authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$80,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Norton & Taunton Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 800 shares of its capital stock, amounting at the par value thereof to \$80,000; the said issue, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$60,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the roadbed and track of the railway of said company upon the locations heretofore duly granted to said company in the city of Taunton and town of Norton.

2. Stock to the amount of \$10,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the overhead electric system for the operation of said railway.

3. Stock to the amount of \$10,000 par value, or the proceeds thereof, shall be applied solely to the purchase of land and the erection thereon of buildings necessary for the operation of said railway.

Provided, however, that if said company builds and equips as aforesaid less than 8.5 miles of railway track, the several amounts of stock authorized to be issued for the foregoing purposes shall be proportionately reduced.

The said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of such shares in cash.

Attest:

WM. A. CRAFTS,

Clerk.

Springfield Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Springfield Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$300,000, in addition to the amount of \$1,166,700 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$300,000, for the purpose of paying and capitalizing the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; that the assets and existing capital stock of said company are unimpaired; and

It being deemed by the Board that an issue of capital stock to the amount of \$291,700 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Springfield Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 2,917 additional shares, amounting at the par value thereof to \$291,700; the said increase, or the proceeds thereof, to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed \$239,900 par value, or the proceeds thereof, shall be applied solely to paying and capitalizing the floating debt of said company, amounting to \$359,921.72, which has been incurred in the extension of its railway and in making permanent additions to its real and personal property and equipment.

2. Stock to an amount not to exceed \$51,800 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of making further additions to the machinery and equipment of the power plant of said company.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

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Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred and fifty dollars per share.

Attest :

WM. A. CRAFTS,
Clerk.

APRIL 25, 1898.

Worcester & Suburban Street Railway Company — Modification of Order authorizing an Issue of Mortgage Bonds.

In the matter of the petition of the Worcester & Suburban Street Railway Company for the modification of an order of the Board, dated April 25, 1895, authorizing an issue of mortgage bonds by said company to the amount of \$200,000, —

It appearing that by the third specification of said order, bonds to an amount not to exceed \$17,500 par value, or the proceeds thereof, were to be applied solely to the further equipment of the power station of said company; that only \$7,500 of the said amount of bonds have been required for that purpose, and that \$10,000 of said amount now remain unissued; that said company has incurred a floating debt for additions to its railway made since the date of said order, and now desires to apply the said \$10,000 of unissued bonds, or the proceeds thereof, to the payment and funding of the said debt, — it is

Ordered, That the order aforesaid be so modified that bonds to an amount not to exceed \$10,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred since April 25, 1895, in making permanent additions to its railway and the overhead equipment thereof: *provided*, that the whole amount of bonds issued under said order, including said amount of \$10,000, shall in no event exceed \$200,000.

Attest :

WM. A. CRAFTS,
Clerk.

APRIL 27, 1898.

Pittsfield Electric Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Pittsfield Electric Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$20,000, in addition to the amount of \$60,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock

by said company to the amount of \$20,000, for the purpose of building and equipping a branch or extension of the railway of said company in the city of Pittsfield, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is lawful and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; that the assets and existing capital stock of said company are unimpaired; and

It being deemed by the Board that an issue of capital stock to the amount of \$20,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Pittsfield Electric Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 200 additional shares, amounting at the par value thereof to \$20,000; the said increase, or the proceeds thereof, to be applied to the following purposes, and to no other, namely: —

1. Stock to an amount not to exceed \$15,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building the roadbed, track and overhead system of a branch or extension of the railway of said company from West Street to a point near the Tillotson Mills, in the city of Pittsfield, upon the location granted to said company by an order of the board of aldermen of said city approved November 5, 1897.

2. Stock to an amount not to exceed \$5,000 par value, or the proceeds thereof, shall be applied solely to the purchase and equipment of the rolling stock necessary for the operation of the said branch or extension.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Ordered, also, with the consent of said company, that the order heretofore issued by the Board under date of March 25, 1896, authorizing and approving an increase and issue of capital stock by said company to the amount of \$40,000, of which amount only \$20,000 has been actually issued; and also an order heretofore issued by the

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Board under date of April 9, 1896, authorizing and approving an issue of mortgage bonds by said company to the amount of \$35,000, of which amount only \$15,000 has been actually issued, be severally revoked and rescinded so far as the same authorize or approve any further increase or issue of capital stock or bonds beyond said amounts of \$20,000 of stock and \$15,000 of bonds already issued thereunder as aforesaid.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 23, 1898.

Conway Electric Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Conway Electric Street Railway Company for the approval by the Board, under chapters 462 of the Acts of 1894 and 120 of the Acts of 1896, of an issue of capital stock by said company to the amount of \$17,000 for the purpose of building and equipping an extension of the railway of said company, —

It appearing, after public notice and hearing, that said company has been authorized by said chapter 120 of the Acts of 1896 to extend its railway into the town of Deerfield, and to increase its capital stock for that purpose; that an issue of capital stock is necessary in order to enable said company to carry out the said purpose; and

It being deemed by the Board that an issue of capital stock to the amount of \$12,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Conway Electric Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 120 shares of its capital stock, amounting at the par value thereof to \$12,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost incurred in building and equipping for electric power an extension of the railway of said company into said town of Deerfield, in accordance with the provisions of said act, and of providing rolling stock for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 10, 1898.

Conway Electric Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Conway Electric Street Railway Company for the approval by the Board, under chapters 462 of the Acts of 1894 and 120 of the Acts of 1896, of an issue of mortgage bonds by said company to the amount of \$10,000, for the purpose of building and equipping an extension of the railway of said company, —

It appearing, after public notice and hearing, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 120 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$10,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Conway Electric Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$10,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed six per cent per annum, and secured by a mortgage of the railway and franchise of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding the necessary cost incurred in building and equipping for electric power an extension of the railway of said company into the town of Deerfield, in accordance with the provisions of said chapter 120 of the Acts of 1896: *provided*, that no bonds shall be issued in excess of the capital stock of said company at the time actually paid in cash.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 10, 1898.

Framingham Union Street Railway — Reduction of Capital Stock.

In the matter of the petition of the Framingham Union Street Railway Company for authority to reduce the capital stock of said company, under chapter 326 of the Acts of 1890, from the amount of \$60,000, as now authorized and outstanding, to the amount of \$30,000, —

It appearing, after public notice and hearing, and after such examination of the financial condition of said company as the Board deemed requisite, that said petition is presented in accordance with a vote of the stockholders of said company at a meeting called for the purpose; and that the proposed reduction is consistent with the public interest and with the limitations imposed by all laws to which said company is subject, — it is

Ordered, That the Board authorize a reduction of the capital stock of the said Framingham Union Street Railway Company from the amount of \$60,000 to the amount of \$30,000: *provided, however*, that no money or other property of said company shall be paid or transferred to the stockholders thereof in making such reduction or in connection therewith.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 18, 1898.

Pittsfield Electric Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Pittsfield Electric Railway Company for the approval by the Board, under chapters 119 of the Acts of 1896 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$10,000, for the purpose of equipping authorized extensions of the railway of said company, —

It appearing, upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by chapter 119 of the Acts of 1896, and by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals or exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interest; and

It being deemed by the Board that an issue of bonds to the amount of \$10,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Pittsfield Electric Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$10,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and other property, real and personal, of said company, now owned or hereafter acquired; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To the purchase of land and to the erection and equipment thereon of a car house necessary for the operation of the railway of said company, including the authorized extensions thereof.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 3, 1896.

Norfolk Central Street Railway Company (of Dedham) — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Norfolk Central Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$25,000, in addition to the amount of \$75,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$25,000, for the purpose of paying and capitalizing a portion of its floating debt, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company, including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$25,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Norfolk Central Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue,

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of not to exceed 250 additional shares, amounting at the par value thereof to \$25,000; the proceeds of said stock to be applied to the following purpose, and to no other namely: To paying and capitalizing the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 7, 1898.

Norfolk Central Street Railway Company (of Dedham) — Issue of Mortgage Bonds.

In the matter of the petition of the Norfolk Central Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$60,000, for the purpose of funding a portion of the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Norfolk Central Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$60,000 par value, dated July 1, 1898, and payable twenty years from said date, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the proceeds of said bonds to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

Attest: Wm. A. CRAFTS,

Clerk.

JULY 7, 1898.

Wellesley & Boston Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Wellesley & Boston Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$25,000, in addition to the amount of \$100,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$25,000, for the purpose of paying and capitalizing the floating debt of said company,—

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$15,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified,—it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Wellesley & Boston Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 150 additional shares, amounting at the par value thereof to \$15,000; the said increase or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To

paying and capitalizing the floating debt of said company, which has been incurred in the construction of its railway and in permanent additions to its real and personal property and equipment.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 7, 1898.

East Middlesex Street Railway Company (of Malden) — Issue of Bonds.

In the matter of the petition of the East Middlesex Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of bonds by said company to the amount of \$125,000, for the purpose of refunding a portion of the funded debt of said company, —

It appearing, after public notice and hearing and upon investigation by the Board, that an issue of bonds to the amount aforesaid has been authorized by a vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$125,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said East Middlesex Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$125,000 par value, dated September 1, 1898, and payable twenty years from said date, with interest at a rate not to exceed five per cent per annum; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying, retiring and refunding other bonds of said company now outstanding, to the amount of \$125,000, to wit, an issue of six per cent bonds due September 1, 1898: *provided, however*, that no more bonds shall be

issued under this order, within the limit aforesaid, than are requisite, at the fair market value or selling price thereof, to raise the said sum of \$125,000.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 8, 1898.

Palmer & Monson Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petitions of the directors of the Palmer & Monson Street Railway Company for authority, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, to issue the original capital stock of said company, to wit, \$25,000, as fixed by said company under its charter, and also to increase said capital stock by the amount of \$35,000, and to issue the same, so that its capital stock shall amount in the whole to \$60,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said petitions have been duly authorized by votes of the stockholders of said company at a meeting called for the purpose; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue and increase of the capital stock of the said Palmer & Monson Street Railway Company, subject to the provisions of all laws applicable thereto, to an amount not to exceed in the whole \$60,000; the proceeds of the said issue and increase to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping the railway of said company upon the locations heretofore duly granted to said company in the town of Palmer, and to the purchase of real and personal property necessary for the operation thereof. Said original shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

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Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 9, 1898.

Braintree Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Braintree Street Railway Company regarding the sale at auction of 105 shares of the capital stock of said company which shares with others were authorized to be issued by an order of the Board dated January 27, 1898, and which have been offered to the stockholders of said company as required by law, but have not been taken by the stockholders entitled to take the same, — it is

Ordered, That the shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Quincy to the highest bidder, at not less than their par value in cash; and that the *Boston Daily Advertiser*, *Boston Journal* and *Quincy Ledger* be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 13, 1898.

Quincy & Boston Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Quincy & Boston Street Railway Company relative to the sale at auction of 99 shares of the capital stock of said company, which shares among others were authorized to be issued by an order of the Board dated November 9, 1897, and which have been offered to the stockholders of said company as required by law, but which have not been taken by the stockholders entitled to take the same, — it is

Ordered, That the 99 shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Quincy to the highest bidder, at not less than their par value in cash; and that the *Boston Daily Advertiser*, *Boston Journal* and *Quincy Ledger* be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 13, 1898.

Mystic Valley Street Railway Company (of Stoneham) — Increase and Issue of Capital Stock.

In the matter of the petition of the directors of the Mystic Valley Street Railway Company for leave to increase the capital stock of said company, under chapter 269 of the Acts of 1897, by the amount of \$50,000, in addition to the amount of \$40,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of acquiring by purchase the franchise and property of the Arlington & Winchester Street Railway Company, —

It appearing, after public notice and hearing, that said petition has been duly authorized by vote of the stockholders of said company; that such purchase, and an increase and issue of capital stock therefor, are authorized by said chapter 269 of the Acts of 1897; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Mystic Valley Street Railway Company by the issue, subject to the provisions of all laws applicable thereto, of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said shares to be applied to the following purpose, and to no other, namely: To retiring by exchange, share for share, the outstanding 500 shares of the capital stock, amounting to \$50,000, of the said Arlington & Winchester Street Railway Company, in accordance with the provisions of an order of the Board, of even date herewith, approving the terms of the purchase and sale by and to said Mystic Valley Street Railway Company of the franchise and property of said Arlington & Winchester Street Railway Company. No shares are to be issued as aforesaid until the terms of said purchase and sale have been approved, and said sale has been consummated, in the manner set forth in said order.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 14, 1898.

Norton & Taunton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage



in said power house of engines, boilers, generators and other machinery and appliances required for the generation of electric power for operating said railway.

5. Bonds to an amount not to exceed \$16,100 par value, or the proceeds thereof, shall be applied solely to the purchase and electrical equipment of the rolling stock necessary for the operation of said railway.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 14, 1898.

Southbridge & Sturbridge Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Southbridge & Sturbridge Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889, 316 of the Acts of 1895, and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$10,000, in addition to the amount of \$50,000 now outstanding, for the purpose of paying and funding the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, exceeds the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued, with all previous issues, will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$10,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Southbridge & Sturbridge Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$10,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, equipments, franchise, and

other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$6,000 par value, or the proceeds thereof, shall be applied solely to paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and in the purchase of real and personal estate necessary for the operation thereof.

2. Bonds to an amount not to exceed \$4,000 par value, or the proceeds thereof, shall be applied solely to the acquisition by purchase of a pleasure resort, as authorized by an order of the Board of even date herewith.

Attest: Wm. A. CRAFTS,
Clerk.

JULY 18, 1898.

Providence & Taunton Street Railway Company — Issue and Increase of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Providence & Taunton Street Railway Company for the approval by the Board of the issue of the original capital stock of said company, fixed in its articles of association at \$160,000, and for leave to increase the said capital stock by the amount of \$15,000, and to issue the same, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue and increase of capital stock are necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$175,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue and increase, subject to the provisions of all laws applicable thereto, of the capital stock of said Providence & Taunton Street Railway Company to an amount not to exceed in the whole 1,750 shares, amounting at the par value thereof to \$175,000; the proceeds of the said stock to be applied to the following purpose, and to no other, namely: To defraying the necessary cost of building and equipping the railway of said company upon the locations heretofore duly granted to said company in the city of Taunton and in the towns of Rehoboth, Dighton

and Seekonk, — the length of main track constructed by said company to be not less than 13.3 miles.

Said original shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest: Wm. A. CRAFTS,
Clerk.

JULY 19, 1898.

Providence & Taunton Street Railway Company— Issue of Mortgage Bonds.

In the matter of the petition of the Providence & Taunton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$175,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, and upon such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are lawful; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$150,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Providence & Taunton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$150,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, franchise and other property, real and personal, of said company; the said bonds, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To defraying the

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necessary cost of completing the construction and equipment of the railway of said company, and to the purchase of real and personal property required for the operation thereof, upon the locations heretofore duly granted to said company in the city of Taunton and in the towns of Rehoboth, Dighton and Seekonk, — the length of main track so constructed and equipped by said company to be not less than 13.8 miles.

Attest :

WM. A. CRAFTS,
Clerk.

JULY 19, 1898.

Fitchburg & Suburban Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Fitchburg & Suburban Street Railway for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after a public hearing, that said company has been recently organized under the general law with an authorized capital stock of \$50,000 ; that the issue of said capital stock has been authorized by vote of the stockholders of said company ; that the proposed purpose is necessary and lawful, and consistent with the public interest ; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Fitchburg & Suburban Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of its capital stock, amounting at the par value thereof to \$50,000 ; the said shares, or the proceeds thereof, to be applied to the following purpose, and to no other, namely : To defraying the necessary cost of building the roadbed and track, including overhead system, of the railway of said company upon the locations heretofore duly granted to said company in the city of Fitchburg and town of Leominster.

Provided, however, that if less than 4.85 miles of main railway track are built as aforesaid, then the amount of capital stock hereby authorized shall be proportionately reduced ; and *provided, also*, that said railway shall not be built or equipped in a less substantial or thorough manner than called for in the specifications filed with the petition in this office.

The said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of such shares in cash.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 22, 1898.

Plum Island Electric Street Railway Company (of Newbury) — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Plum Island Electric Street Railway Company for the approval by the Board of an increase and issue of capital stock by said company, under chapter 296 of the Acts of 1898, to the amount of \$10,000, in addition to the amount of \$30,000 now authorized and outstanding, for the purpose of paying the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, that said petition has been authorized by vote of the stockholders of said company; that the proposed purposes are within the provisions of said chapter 296 of the Acts of 1898; that an increase of capital stock is necessary in order to enable said company to carry out the same; and

It being deemed by the Board that an issue of capital stock to the amount of \$10,000 is reasonably requisite for the purposes for which such issue is authorized by the act aforesaid, as hereinafter specified, — it is

Ordered, That the Board approve an increase of the capital stock of the said Plum Island Electric Street Railway Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 100 additional shares, amounting at the par value thereof to \$10,000, the said shares, or the proceeds thereof, to be applied to the following purposes, and no other, namely: —

1. Stock to the amount of \$5,800 par value, or the proceeds thereof, shall be applied solely to paying and capitalizing the floating debt of said company, which was incurred in the original construction of its railway from Newburyport to Plum Island.

2. Stock to the amount of \$4,200 par value, or the proceeds thereof, shall be applied solely to defraying the cost of constructing an extension of its railway, on private lands leased for the purpose, from the original terminus of said railway on Plum Island to Plum Island Point, as authorized by and in accordance with the provisions of said chapter 296 of the Acts of 1898.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of in-

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crease, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894,— it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 22, 1898.

Plum Island Electric Street Railway Company (of Newbury) — Issue of Mortgage Bonds.

In the matter of the petition of the Plum Island Electric Street Railway Company for the approval by the Board, under chapter 296 of the Acts of 1898, of an issue of mortgage bonds by said company to an amount not to exceed \$40,000, for purposes specified in said act, —

It appearing, after public notice and hearing, that an issue of mortgage bonds to the amount aforesaid has been authorized by said chapter 296 of the Acts of 1898, and by the vote of a majority in interest of the stockholders of said company ; that the purposes for which it is proposed to issue said bonds are within the provisions of said act ; that the Board is not called upon to authorize the issue of said mortgage bonds, or to approve the security thereof, but only to approve the amount of bonds which may be reasonably requisite for the purposes for which their issue has been authorized by the act aforesaid ; and

It being deemed by the Board that an issue of bonds to the amount of \$33,000 is reasonably requisite for the purposes for which such issue has been authorized by said act, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Plum Island Electric Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$33,000 par value, payable at a date not later than July 1, 1907, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of all the railway, equipments, franchise, and other property, real and personal, of said company ; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely : To defraying the necessary cost incurred in constructing an extension of the railway of said company on private lands leased for the purpose, (said lease expiring June 1, 1908,) from the present terminus of said railway on Plum Island in the town of Newbury to Plum Island Point in the city of Newburyport, by substantially the same route as that lately occupied

by the tracks of the Haverhill and Amesbury Street Railway Company on said island, and of purchasing and equipping in connection with its said railway the land, car house and other buildings and appliances on Plum Island lately owned by said Haverhill and Amesbury Street Railway Company, and of constructing on said island pavilions to be used for purposes of lawful recreation and pleasure — all as specified in said chapter 296 of the Acts of 1898.

Provided, that no bonds shall be issued as aforesaid until the whole amount of the authorized capital stock of said company, to wit, \$40,000, has been actually paid in in cash and permanently invested in the railway and property of said company to be covered by said mortgage.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 22, 1898.

Fitchburg & Suburban Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for the approval of the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$45,000, for the purpose of funding the floating debt of said company, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, substantially equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$45,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Fitchburg & Suburban Street Railway Company, subject to the provisions of all laws applicable to such issue, to an

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amount not to exceed \$45,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: —

1. Bonds to an amount not to exceed \$40,000 par value, or the proceeds thereof, shall be applied solely to providing the necessary means for paying and funding the floating debt of said company, which has been incurred in construction and equipment, and in the purchase of permanent property necessary for the operation of its railway, and to providing means for completing the construction and equipment thereof.

2. Bonds to an amount not to exceed \$5,000 par value, or the proceeds thereof, shall be applied solely to providing the necessary means for paying a proportionate share (not to exceed \$5,000) of the expense which may be incurred by the city of Fitchburg in abolishing the grade crossing of the Fitchburg Railroad with Putnam Street in said city, and which the petitioner has agreed to pay to said city as one of the conditions of the location of its railway.

Attest:

WM. A. CRAFTS,

SEPTEMBER 26, 1898.

Clerk.

Mansfield & Norton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Mansfield & Norton Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$40,000, for the purpose of building and equipping the railway of said company, —

It appearing, upon investigation by the Board, that said company has been duly organized under the general law with an authorized capital stock of \$40,000; that the issue of said capital stock has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Mansfield & Norton Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 400 shares of its capital stock, amounting at the par value thereof to

\$40,000 ; the said issue or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the locations heretofore duly granted to said company in the towns of Mansfield and Norton.

Said shares are to be issued to the subscribers to the capital stock of said company who have paid the par value thereof in cash, or to their respective assigns.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 11, 1898.

Mystic Valley Street Railway Company (of Stoneham) — Issue of Mortgage Bonds.

In the matter of the petition of the Mystic Valley Street Railway Company for the approval by the Board, under chapters 192 of the Acts of 1892 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$80,000, for the purpose of funding its unfunded debt, —

It appearing, after public notice and hearing, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose ; that said company has purchased the franchise and property of the Arlington & Winchester Street Railway Company under the provisions of chapter 269 of the Acts of 1897, and the order of this Board dated July 14, 1898 ; that the purpose for which it is proposed to issue said bonds is necessary and lawful ; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid and to be paid in cash, and that such issue is consistent with the public interests ; and

It being deemed by the Board that an issue of bonds to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Mystic Valley Street Railway Company, subject to the provisions of all general and special laws applicable to such issue, to an amount not to exceed \$60,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of a part or of the whole of the railway, franchise, and other property of said company, now owned or hereafter acquired, including the franchise and property, real and personal, purchased of the Arlington & Winchester Street Railway Company ; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other,

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namely : To paying and funding the floating indebtedness of said company incurred in construction and in the purchase of the franchise and property of the Arlington & Winchester Street Railway Company, and the floating indebtedness of the Arlington & Winchester Street Railway Company assumed by said Mystic Valley Street Railway Company by the terms of the purchase authorized by an order of the Board dated July 14, 1898, under the provisions of chapter 269 of the Acts of 1897.

Attest :

WM. A. CRAFTS,

OCTOBER 26, 1898.

Clerk.

Commonwealth Avenue Street Railway Company (of Newton) — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Commonwealth Avenue Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$85,000, in addition to the amount of \$175,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$85,000, for the purpose of paying and capitalizing the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$83,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Commonwealth Avenue Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 830 additional shares, amounting at the par value thereof to \$83,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely : To paying and capitalizing the floating debt of said company, which has been incurred in the construction of its railway and in permanent additions to its real and personal property and equipment.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to

its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

NOVEMBER 14, 1898.

Clerk.

Norfolk Western Street Railway Company (of Dedham) — Issue of Capital Stock.

In the matter of the petition of the directors of the Norfolk Western Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$90,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public hearing, that said company has been duly organized under the general law of the Commonwealth, with an authorized capital stock of \$90,000; that the issue of said capital stock has been authorized by votes of the subscribers to said stock and of the directors of said company; that the proposed purposes are lawful and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$90,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said Norfolk Western Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 900 shares of its capital stock, amounting at the par value thereof to \$90,000; the said issue or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company on the locations heretofore granted in the towns of Dedham, Westwood, Walpole, Dover and Medfield.

Provided, however, that if said company builds and equips less than ten miles of main railway track, the amount of capital stock issued under this order shall be proportionately reduced.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

Attest:

WM. A. CRAFTS,

NOVEMBER 14, 1898.

Clerk.

Mansfield & Norton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Mansfield & Norton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$40,000, for the purpose of funding its floating debt, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$40,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Mansfield & Norton Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$40,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway, and to provide the necessary means for completing the construction and equipment thereof, upon the locations heretofore duly granted to said company in the towns of Mansfield and Norton.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 22, 1898.

West Roxbury & Roslindale Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the West Roxbury & Roslindale Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$100,000, in addition to the amount of \$150,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of paying and capitalizing the floating debt of said company incurred in construction, and for other purposes set forth in said petition, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said West Roxbury & Roslindale Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 1,000 additional shares, amounting at the par value thereof to \$100,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and no other, namely: Fifty thousand dollars to be applied to paying and capitalizing the outstanding floating debt of said company incurred in construction; \$30,000 in payment for an extension of its railway on locations duly granted in the city of Boston; and \$20,000 in the purchase of additional cars together with the necessary trucks and electrical equipment.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

NOVEMBER 22, 1898.

Clerk.

West Roxbury & Roslindale Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$50,000, for the purpose of funding its floating debt, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said West Roxbury & Roslindale Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$50,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purpose, and to no other, namely: To paying and funding the existing floating debt of said company, which has been incurred in the construction and equipment of its railway.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 22, 1898.

Framingham Union Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Framingham Union Street Railway Company for an increase of its capital stock to an amount not

exceeding \$30,000, under the provisions of chapter 543 of the Acts of 1894, and for authority to issue the same under the provisions of chapter 462 of the Acts of 1894, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purposes are lawful and consistent with the public interest, that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$30,000 is reasonably requisite and allowable for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Framingham Union Street Railway Company by the issue, subject to the provisions of all general and special laws applicable to such issue, of not to exceed 300 additional shares, amounting at the par value thereof to \$30,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To defraying a portion of the cost of changing its motive power from horse power to electric power.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

NOVEMBER 25, 1898.

East Taunton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the East Taunton Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, upon investigation by the Board, that said company has been duly organized under the general law with an authorized capital stock of \$50,000, which has been fully paid in cash; that the proposed purposes are necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve the issue by the said East Taunton Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 500 shares of its capital stock, amounting at the par value thereof to \$50,000; the said issue, or the proceeds thereof, to be applied to the following purposes, and no other, namely:—

1. Stock to an amount not to exceed \$33,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of building the roadbed and tracks of the railway of said company upon the location heretofore duly granted to said company in the city of Taunton.

2. Stock to an amount not to exceed \$8,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of constructing the overhead electric system for the operation of said railway.

3. Stock to an amount not to exceed \$9,000 par value, or the proceeds thereof, shall be applied solely to defraying the necessary cost of the purchase and equipment of the rolling stock necessary for the operation of said railway.

Said shares are to be issued to the subscribers to the capital stock of said company who have paid the par value thereof in cash, or to their respective assigns.

Attest: Wm. J. McCULLOUGH,
 Assistant Clerk.

NOVEMBER 30, 1898.

Framingham, Southborough & Marlborough Street Railway Company — Reduction of Capital Stock.

In the matter of the petition of the Framingham, Southborough & Marlborough Street Railway Company for authority to reduce the capital stock of said company, under chapter 326 of the Acts of 1890, from the amount of \$120,000, as fixed by its articles of association, to the amount of \$80,000, —

It appearing, after a hearing and such examination of the financial condition of said company as the Board deemed requisite, that said petition is presented in accordance with a vote of the stockholders of said company at a meeting called for the purpose; and that the proposed reduction is consistent with the public interest and with the limitations imposed by the laws to which said company is subject, — it is

Ordered, That the Board authorize a reduction of the capital stock of the said Framingham, Southborough & Marlborough Street Railway Company from the amount of \$120,000 to the amount of \$80,000 : *Provided, however*, that no money or other property of said company shall be paid or transferred to the stockholders thereof in making such reduction or in connection therewith.

Attest :

WM. A. CRAFTS,

Clerk.

DECEMBER 12, 1898.

Framingham, Southborough & Marlborough Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the directors of the Framingham, Southborough & Marlborough Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$80,000, for the purpose of building and equipping the railway of said company, —

It appearing, after a hearing and upon investigation by the Board, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$80,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Framingham, Southborough & Marlborough Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 800 shares of its capital stock, amounting at the par value thereof to \$80,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the original locations heretofore duly granted to said company in the towns of Framingham and Southborough.

The said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

Attest :

WM. A. CRAFTS,

Clerk.

DECEMBER 12, 1898.

Framingham, Southborough & Marlborough Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Framingham, Southborough & Marlborough Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$60,000, for the purpose of funding the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$60,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Framingham, Southborough & Marlborough Street Railway Company, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$60,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the proceeds of said bonds to be applied to the following purpose, and to no other, namely: To paying and funding a part of the existing floating debt of said company, which has been incurred in the construction and equipment of its railway.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 12, 1898.

Worcester & Clinton Street Railway Company—Issue of Capital Stock.

In the matter of the petition of the directors of the Worcester & Clinton Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$150,000, for the purpose of building and equipping the railway of said company, —

It appearing, after a hearing and upon investigation by the Board, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an issue of capital stock is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$150,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Worcester & Clinton Street Railway Company, subject to the provisions of all laws applicable to such issue, of not to exceed 1,500 shares of its capital stock, amounting at the par value thereof to \$150,000; the said issue, or the proceeds thereof, to be applied to the following purpose, and no other, namely: To defraying the necessary cost of building and equipping for electric power the railway of said company upon the original locations heretofore duly granted to said company in the city of Worcester and towns of Shrewsbury, Boylston and Clinton.

The said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value of said shares in cash.

Attest:

WM. A. CRAFTS,
Clerk.

DECEMBER 13, 1898.

Brockton, Bridgewater & Taunton Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Brockton, Bridgewater & Taunton Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$50,000 in addition to the amount of \$225,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$50,000, for the purpose of paying and capitalizing the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Brockton, Bridgewater & Taunton Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 500 additional shares, amounting at the par value thereof to \$50,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and capitalizing the floating debt of said company, amounting to \$95,000, which has been incurred in the construction of its railway and in permanent additions to its real and personal property and equipment.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM A. CRAFTS,

Clerk.

DECEMBER 16, 1898.

Worcester & Clinton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Worcester & Clinton Street Railway Company for the approval by the Board, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, of an issue of mortgage bonds by said company to the amount of \$135,000, for the purpose of funding the floating debt of said company incurred in construction and equipment, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, and after such

further investigation as was deemed requisite, that an issue of mortgage bonds to the amount aforesaid has been authorized by the vote of a majority in interest of the stockholders of said company at a meeting called for the purpose; that the purposes for which it is proposed to issue said bonds are necessary and lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes, and excluding the value of the franchise, equals the amount of the capital stock outstanding and the debt; that the amount of bonds proposed to be issued will not exceed the capital stock of said company actually paid in cash, and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$115,000 is reasonably requisite for the purposes for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board approve an issue of coupon or registered bonds by the said Worcester & Clinton Street Railway, subject to the provisions of all laws applicable to such issue, to an amount not to exceed \$115,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise, and other property, real and personal, of said company; the said bonds or the proceeds thereof to be applied to the following purposes, and to no other, namely: To paying and funding the existing floating debt of said company, amounting to about \$112,980.65, which has been incurred in the construction and equipment of its railway, and in the purchase of real estate and personal property necessary for the operation thereof.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 29, 1898.

Worcester & Marlborough Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the directors of the Worcester & Marlborough Street Railway Company for leave to increase the capital stock of said company, under chapter 409 of the Acts of 1896, by the amount of \$45,000, in addition to the amount of \$200,000 now authorized and outstanding, and for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$45,000, for the purpose of paying and capitalizing the floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that said petition

has been duly authorized by vote of the stockholders of said company; that the proposed purpose is necessary and lawful, and consistent with the public interest; that an increase of capital stock is necessary in order to enable said company to carry out the same in good faith; and that such increase will not be beyond the value of the property of said company including the cash to be paid in on such increase; and

It being deemed by the Board that an issue of capital stock to the amount of \$40,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an increase of the capital stock of the said Worcester & Marlborough Street Railway Company by the issue, subject to the provisions of all laws applicable to such issue, of not to exceed 400 additional shares, amounting at the par value thereof to \$40,000; the said increase, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: To paying and capitalizing the floating debt of said company, which has been incurred in the construction of its railway and in permanent additions to and improvements of its real and personal property and equipment.

And said company having also prayed the Board to determine the market value of said new shares of capital stock at the time of increase, at which the said shares shall be offered proportionately to its stockholders, pursuant to the provisions of chapter 472 of the Acts of 1894, — it is

Ordered and determined by the Board, taking into account previous sales and other pertinent conditions, that said market value, for the purpose aforesaid, be fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 29, 1898.

EXTENSIONS OF FRANCHISE.

Newtonville & Watertown Street Railway Company — Extension into Boston.

In the matter of the application of the Newtonville & Watertown Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the city of Boston, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its certificate of incorporation to construct, maintain and operate a street railway in the town of Watertown, and has constructed its railway therein; that the city of Boston adjoins the town of Watertown; that a location has been granted to said company in said city of Boston for an extension of its railway from the Watertown line upon and along North Beacon Street to Union Square in the Brighton District of said city of Boston; and

It appearing that such extension will promote the convenience of public travel, and no objection being shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said Newtonville & Watertown Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the city of Boston upon the aforesaid location therein; and the said location is hereby approved by the Board.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 10, 1898.

Warren, Brookfield & Spencer Street Railway Company — Extension into North Brookfield.

In the matter of the application of the Warren, Brookfield & Spencer Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the town of North Brookfield, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its certificate

of incorporation to construct, maintain and operate a street railway in the town (among others) of Brookfield, and has constructed its railway therein; that the town of North Brookfield adjoins the town of Brookfield; that locations have been granted to said company in said towns for a branch or extension of its railway northerly from the village of East Brookfield in the town of Brookfield to the village in North Brookfield; and

It appearing that such extension will promote the convenience of public travel, and no objection being shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said Warren, Brookfield & Spencer Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the town of North Brookfield as aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 23, 1898.

West End Street Railway Company — Extension into Belmont.

In the matter of the application of the West End Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the town of Belmont, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its charter and by legislative acts to construct, maintain and operate a street railway in the city (among others) of Cambridge, and has constructed its railway therein; that the town of Belmont adjoins the city of Cambridge; that the extension of its railway into the town of Belmont will promote the convenience of public travel, and that there is no objection shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said West End Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the town of Belmont as aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 2, 1898.

Worcester Consolidated Street Railway Company — Extension into Millbury and Grafton.

In the matter of the application of the Worcester Consolidated Street Railway Company, under chapter 501 of the Acts of 1896,

for authority to extend its railway into the towns of Millbury and Grafton, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by its original charter and by special legislative act to construct, maintain and operate a street railway in the city of Worcester, and has constructed its railway therein; that the towns of Millbury and Grafton adjoin the city of Worcester; and

It appearing that an extension of said railway into said towns will promote the convenience of public travel, and no objection being shown thereto in the public or other interest, —

The Board certifies that the public convenience requires the extension of the railway of the said Worcester Consolidated Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into and across the northeasterly corner of said town of Millbury, and thence into and through said town of Grafton, *via* North Grafton, to Grafton Centre.

Attest :

WM. A. CRAFTS,
Clerk.

MARCH 24, 1898.

*Union Street Railway Company (of New Bedford) — Extension into
Dartmouth.*

In the matter of the petition of the Union Street Railway Company, under Chapter 501 of the Acts of 1896, for authority to extend its railway into the town of Dartmouth, —

It appearing, after public notice and hearing, that said company is authorized by its charter and by special legislative act to construct, maintain and operate a street railway in the City of New Bedford, and has constructed its railway therein; that the town of Dartmouth adjoins the City of New Bedford; and

It appearing that an extension of the railway of said company into said town will promote the convenience of public travel, and no objection in the public or other interest being shown thereto, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said Union Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the said town of Dartmouth.

Attest :

WM. A. CRAFTS,
Clerk.

JUNE 16, 1898.

Natick & Cochituate Street Railway Company — Extension into Needham.

In the matter of the application of the Natick & Cochituate Street Railway Company, under chapter 501 of the Acts of 1896, for authority to extend its railway into the town of Needham, —

It appearing, after public notice and a hearing of all parties desiring to be heard, that said company is authorized by legislative act to construct, maintain and operate a street railway in the town (among others) of Wellesley, and has constructed its railway therein; that the town of Needham adjoins the town of Wellesley; that a location has been granted to said company in said town of Needham for an extension or branch of its railway into and across said town to the line of the town of Dedham; and

It appearing that such extension will promote the convenience of public travel, and no objection being shown thereto in the public or other interest, —

The Board hereby certifies that the public convenience requires the extension of the railway of the said Natick & Cochituate Street Railway Company, subject to the provisions of the general laws relating to the location, construction and operation of street railways, into the said town of Needham as aforesaid. Nothing herein contained shall be construed as authorizing or giving consent to the construction of said street railway across any railroad at grade.

Attest:

WM. A. CRAFTS,

Clerk.

SEPTEMBER 28, 1898.

PLEASURE RESORTS.

Norfolk Central Street Railway Company — Park in Westwood.

In the matter of the petition of the Norfolk Central Street Railway Company for the approval by the Board, under chapter 316 of the Acts of 1895, of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said petition has been authorized by vote of the stockholders of said company at a meeting called for the purpose, and that the acquisition and maintenance of such pleasure resort may be not only advantageous to said company but beneficial to the public, — it is

Ordered, That the Board approve the acquisition by the said Norfolk Central Street Railway Company, by purchase at a cost not to exceed \$2,500, of lands situate in the town of Westwood, and containing about 10.88 acres. Reference is to be had for a description of said lands to a plan of the same, entitled "Plan of land to be used for Park purposes, at Westwood, by the Norfolk Central Street Railway Company, Harriman Brothers, landscape engineers, November 8, 1897," which plan is on file with the petition in this office; and also to the deed of John W. Chase, dated December 29, 1897, and the deed of James E. Leach, dated February 24, 1898, conveying said lands to said company, and duly recorded in Norfolk County registry of deeds.

The real estate and property so acquired are to be held, equipped, maintained and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of said chapter 316 of the Acts of 1895.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 11, 1898.

Southbridge & Sturbridge Street Railway Company — Fairview Park in Sturbridge.

In the matter of the petition of the Southbridge & Sturbridge Street Railway Company for the approval by the Board, under chapter 316 of the Acts of 1895, of the acquisition and maintenance by said com-

pany of certain real estate, known as "Fairview Park," for use as a pleasure resort, —

It appearing, after public notice and hearing, and upon investigation by the Board, that said petition has been authorized by vote of the stockholders of said company, and that the acquisition and maintenance of the pleasure resort in question may be not only advantageous to said company but beneficial to the public, — it is

Ordered, That the Board approve the acquisition by the said Southbridge & Sturbridge Street Railway Company of a parcel of land situate in the town of Sturbridge, containing 10.7 acres, more or less, with the buildings, improvements, fixtures and equipments thereon or used in connection therewith for purposes of lawful recreation and pleasure. Reference is to be had for a description of said land to the deed of Franklin E. Brooks to Francis L. Chapin and Calvin D. Paige, dated April 20, 1897, and recorded in the Worcester County Registry of Deeds, Worcester District, book 1541, page 124; and also to a plan of said land on file with the petition in this office, entitled "A Plan of Fairview Park, Sturbridge, Mass., 1898," made by A. C. Moore, civil engineer. The cost of said land to said company, with all the buildings, improvements, fixtures and equipments aforesaid, shall not exceed the sum of \$4,000.

The real estate and property aforesaid are to be held, equipped, maintained and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of said chapter 316 of the Acts of 1895.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 18, 1898.

JOINT USE OF TRACKS.

The Norfolk Central and the West Roxbury & Roslindale Street Railway Companies, from Boston to East Walpole.

In the matter of the petition of the Norfolk Central Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the joint use by said company and by the West Roxbury & Roslindale Street Railway Company of each other's tracks, for the purpose of operating through cars from Forest Hills in Boston to East Walpole, — it is

Ordered, That the Board approve the authority of the said companies to run their cars over and to use the tracks of each other for the purpose and within the limits aforesaid, as set forth in a contract proposed to be entered into by said companies, a copy of which contract, bearing date January 29, 1898, is on file with the petition in this office: *subject, however*, to such rights as the boards of aldermen and selectmen of the municipalities in which said tracks are located, have, or may hereafter have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of the railways of said companies within their respective limits.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

FEBRUARY 18, 1898.

The Mystic Valley and the North Woburn Street Railway Companies, in Winchester.

In the matter of the petition of the Mystic Valley Street Railway Company for the approval by the Board, under chapter 278 of the Acts of 1888, of the authority of said company to run its cars over and use the track of the North Woburn Street Railroad Company where the same crosses at grade the tracks of the Boston & Maine Railroad at the junction of Church, Pleasant and Main streets in the town of Winchester, and for a short distance on either side of said crossing, —

It appearing, after notice and public hearings of all parties interested, the Boston & Maine Railroad having appeared by its counsel and been fully heard, and after viewing the premises, that authority to run over and use the said track has been given by an agreement between the said Mystic Valley and North Woburn street railway companies, dated December 11, 1897, and by an order of the selectmen

of said town of Winchester, dated December 13, 1897; and it also appearing to the Board, though requested by the counsel for the Boston & Maine Railroad to rule otherwise, that the petition is properly brought under chapter 278 of the Acts of 1888, and is not a proceeding which should be brought under chapter 426 of the Acts of 1895, as for the consent of the Board to the construction of a street railway across the tracks of a railroad at the same level therewith, — it is

Ordered, That the Board approve the authority, as given by the agreement and order of selectmen aforesaid, copies of which are filed with the petition, for the joint use of said railway track by said street railway companies at the place aforesaid; but upon and subject to the following express conditions:

1. The switches connecting the tracks of the two street railways, as now constructed, shall be moved back from the railroad so that the point of the switch on the westerly side of the railroad shall be not less than 12 feet distant from the gauge line of the most westerly rail of the railroad tracks, and so that the point of the switch on the easterly side of the railroad shall not be less than 12 feet and 9 inches distant from the gauge line of the most easterly rail of the railroad tracks; and the two street railway companies shall also employ, at the expense of the petitioning company, and shall station at said crossing, during that portion of each day and night within which street railway cars are run over said crossing, a competent and reliable man whose business it shall be to see that said switches are at all times kept in good repair and working order, and are properly set and keyed as required from time to time for the due passage of cars, and to keep himself informed of the running time of railroad trains, and whether any train is overdue, and to watch for and give warning of any approaching train, engine or car; and no street railway car shall cross or begin to cross said railroad except when and as he shall direct; but he shall have no right to interfere with the gate-tender in opening and closing the gates, or otherwise, and shall in all respects as far as may be co-operate with the gate-tender in further protecting the crossing.

2. As an alternative for the foregoing condition, at the option of said street railway companies, proper connections of the two street railways shall be made by switch-backs on each side of the railroad in lieu of the present switch connections.

3. In either case, the crossing shall at no time be used for the switching of cars to and fro across the railroad tracks, but only for the direct running of cars on their regular trips.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 1, 1898.

*The Taunton & Brockton and the Brockton Street Railway Companies,
in Brockton.*

In the matter of the joint petition of the Taunton & Brockton and the Brockton street railway companies for the approval by the Board, under chapter 278 of the Acts of 1888, of the joint use by said first named company of the tracks and overhead equipment of said last named company in the city of Brockton, after public notice and hearing, — it is

Ordered, That the Board approve the authority of the said Taunton & Brockton Street Railway Company to run its cars over and to use the tracks and the overhead equipment of the said Brockton Street Railway Company on Belmont, Main and Centre streets in the city of Brockton, in the manner and upon the terms set forth in an agreement entered into between the said companies on the fifth day of March, 1898, a copy of which agreement is on file with the petition in this office and is to be referred to, and as authorized by the board of aldermen of said city by its order dated March 21, 1898: *subject, however*, to such rights as the board of aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 3, 1898.

*The Taunton & Brockton and the Taunton Street Railway Companies,
in Taunton.*

In the matter of the joint petition of the Taunton & Brockton and the Taunton street railway companies for the approval by the Board, under chapter 278 of the Acts of 1888, of the joint use by said first named company of certain tracks and overhead equipment of said last named company in the city of Taunton, after public notice and hearing, — it is

Ordered, That the Board approve the authority of the said Taunton & Brockton Street Railway Company to run its cars over and to use the tracks of the said Taunton Street Railway Company on Broadway from Bay Street to City Square, in said City of Taunton, in the manner and upon the terms set forth in an agreement entered into between the said companies on the fifth day of March, 1898, a copy of which agreement is on file with the petition in this office, and is to be referred to, and as authorized by the board of aldermen of said city by its order dated March 24, 1898: *subject, however*, to such rights as the board of aldermen of said city have or may hereafter

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have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest: WM. A. CRAFTS,
Clerk.

MAY 3, 1898.

The Commonwealth Avenue and the Newton & Boston Street Railway Companies, in Newton.

In the matter of the petitions of the Commonwealth Avenue Street Railway Company and the Newton & Boston Street Railway Company for approval by the Board of the use by said first named company of certain tracks and overhead equipment of the last named company in the city of Newton, — it is

Ordered, That the Board approve the authority of the Commonwealth Avenue Street Railway Company to run its cars over and to use the tracks of the Newton & Boston Street Railway Company from the intersection of the tracks of said companies at Homer and Centre streets to the crossing of the Boston & Albany Railroad on Centre Street in the city of Newton, in the manner and upon the terms set forth in an agreement entered into between said companies on the fourteenth day of June, 1898, a copy of which agreement is on file with the petition in this office and is to be referred to: *subject, however*, to such rights as the Board of Aldermen of said city have or may hereafter have, under the laws of the Commonwealth, to regulate the use of said tracks and the operation of the railways of said companies within the limits of said city.

Attest: WM. A. CRAFTS,
Clerk.

OCTOBER 20, 1898.

LOCATIONS, USE OF ELECTRIC POWER, ETC.

West Roxbury & Roslindale Street Railway Company — Approval of Locations and Use of Electric Power in Boston.

On the petition of the West Roxbury & Roslindale Street Railway Company for approval of certain locations granted by the board of aldermen of Boston, on Washington street and on Baker street, — it is

Ordered, That the Board approve the location granted to the West Roxbury & Roslindale Street Railway Company by the board of aldermen of Boston by its order dated January 1, 1898, for tracks on Washington street joining the present tracks of said company about 1,500 feet south of the bridge of the New York, New Haven & Hartford Railroad at Forest Hills to a point 75 feet south of Morton street; with authority to maintain and use the overhead system of electric motive power on said tracks; also

Ordered, That the Board approve the location granted to the West Roxbury & Roslindale Street Railway Company by the board of aldermen of Boston by its order dated January 1, 1898, for tracks in Baker street, beginning at a point on Spring street at its intersection with Baker street and extending along said Baker street to the present location of said company's tracks on Centre street; with authority to maintain and use the overhead system of electric motive power on said tracks.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 20, 1898.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Brookline, Cambridge, Everett, Medford, Newton and Somerville.

In the matter of the petition of the West End Street Railway Company, after public notice and hearing, at which the petitioner was represented by its vice-president and no party appeared to object, — it is

Ordered, That the Board approve certain locations granted to said company by the board of aldermen of the city of Boston, namely, locations numbered 118 to 121 and 123 to 129, both inclusive, in the records of said city; also certain locations of tracks, poles, conduits

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and other structures, electric and other rights and joint use of poles of other corporations, granted to said company by the Boston Transit Commission, and by the boards of aldermen of the cities of Cambridge, Everett, Medford, Newton and Somerville, respectively, and by the selectmen of the town of Brookline, as set forth in a "Memorandum of Locations, Electric Rights, etc.," filed with the petition in the office of the Board.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 24, 1898.

Norfolk Suburban Street Railway Company — Approval of Location in Boston.

In the matter of the petition of the Norfolk Suburban Street Railway Company for approval of a location in the city of Boston, all parties appearing to be interested having received or waived notice, — it is

Ordered, That the Board approve the location granted said company by the board of aldermen of said city, by its order of May 2, 1898, for a single-track turn-out, with necessary switches and connections, on Hyde Park Avenue, near Ashland Street, with all the rights and subject to all the conditions in said order set forth; reference to be had to said order and to a plan filed with the petition.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 11, 1898.

Quincy & Boston Street Railway Company — Approval of Location in Boston.

On the petition of the Quincy & Boston Street Railway Company, — it is

Ordered, That the Board hereby approves a location granted by the board of aldermen of Boston, by its order of June 16, 1898, to the Quincy & Boston Street Railway Company, for an additional track on Neponset Avenue from the abutment of Neponset bridge alongside its present track to the terminus thereof on said Neponset Avenue, with the necessary switches and cross-overs for the convenient use of said tracks, as shown on a plan filed with the petition.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 19, 1898.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Cambridge, Chelsea, Malden, Newton, Somerville and Belmont.

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for approval of certain locations of tracks, poles, wires and conduits, specified in the schedule filed with said petition, after public notice and a hearing at which the petitioner was represented and heard and no party appeared to object, — it is

Ordered, That the Board approve certain locations granted to said company by the board of aldermen of the city of Boston, namely, locations numbered 181 to 140 and 142 to 150, both inclusive, in the records of said city; also, certain locations of tracks, poles, conduits and other structures, electric and other rights and joint use of poles of other corporations, granted to said company by the Boston Transit Commission, and by the boards of aldermen of the cities of Boston, Cambridge, Chelsea, Malden, Newton and Somerville, respectively, and by the selectmen of the town of Belmont, as set forth in a "Memorandum of Locations, Electric Lights, etc.," filed with the petition in the office of the board.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 25, 1898.

West End Street Railway Company — Approval of Revocation of Location in Boston.

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for approval of the revocation of a location on Walnut Avenue between Humboldt Avenue and Seaver Street, in the city of Boston, after public notice and a hearing at which the petitioner was represented and heard and no party appeared to object, — it is

Ordered, That the revocation of the location aforesaid be and the same is hereby approved.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 25, 1898.

West End Street Railway Company — Approval of Location and Use of Electric Power in Boston.

In the matter of the petition of the West End Street Railway Company by its attorney, the Boston Elevated Railway Company, for the approval of a location on certain streets in the city of Boston, —

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It appearing, after public notice and hearings at which the petitioners and remonstrants were fully heard, and after a view of the premises, that the greater public convenience and necessity appear upon the whole to require the construction of a railway upon said location, — it is

Ordered, That the Board approve the location granted said company by the board of aldermen of the city of Boston, by its order of June 7, 1898, for a street railway with double tracks, curves, sidings, crossovers and connections, on Walnut Avenue between Warren Street and Humboldt Avenue; on Humboldt Avenue from Walnut Avenue to Seaver Street; and on Seaver Street from Walnut Avenue to Blue Hill Avenue; and that permission be also given for making such underground and surface alterations, and for the erection and use of such structures, in said avenues and street, as are necessary to establish and maintain the electric overhead system of motive power for the operation of its railway upon the location aforesaid, pursuant to the terms of said order.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 25, 1898.

Gardner, Westminster & Fitchburg Street Railway Company — Connecting Location in Westminster.

In the matter of the petition of the Association for the formation of the Gardner, Westminster & Fitchburg Street Railway Company for a grant to said association, under section 14 of chapter 578 of the Acts of 1898, of a connecting location in the town of Westminster, —

It appearing to the Board, after public notice and a preliminary hearing upon the question of the proper construction of said statute and of the powers of the Board thereunder, that, upon the facts shown, the case of the petitioner does not come within the provisions of said statute, and that the Board has no authority to act as desired in the premises, — it is

Ordered, That for the reasons above stated the said petition be dismissed.

By order of the Board,

WM. A. CRAFTS,
Clerk.

NOVEMBER 3, 1898.

Brockton & Whitman Street Railway Company — Protest against Location in Brockton.

In the matter of the protest of Otis F. Curtis and others against a location of street railway tracks on Crescent Street in the city of Brockton, —

The question having been raised whether or not the protest was filed within the time required by section 13 of chapter 578 of the Acts of 1898, and the parties having been heard upon that point, the Board finds and rules as follows:—

The location in question was granted on the 10th day of October, 1898. The protest was filed on the 3rd day of December, 1898. Section 13 above referred to provides that protestants “shall, within fifteen days after the granting of such location, file a protest with the board of railroad commissioners.” The protest in this case was filed more than fifteen days after the granting of the location.

It was argued in the behalf of the protestants that the fifteen days should be reckoned from the date of the acceptance of the location and not from the date of the granting of the same. The Board does not adopt this view of the law. It finds as a matter of fact that the protest was not filed within the time prescribed by the statute, and rules that, not having been so filed, it is not properly before the Board and should be dismissed.

It does not appear to be necessary to deal now with other questions in the case.

By order of the Board,

WM. A. CRAFTS,

DECEMBER 23, 1898.

Clerk.

MISCELLANEOUS STREET RAILWAY MATTERS.

BOSTON ELEVATED RAILWAY COMPANY—SPRINKLING OF STREETS.

In the matter of the petition of the superintendent of streets of the city of Boston for the approval by the Board, under chapter 315 of the Acts of 1897, of the use in said city of street sprinkling apparatus on certain surface tracks of the Boston Elevated Railway Company, —

It appearing that said city and said railway company have entered into an agreement, a copy of which is filed with the petition and is to be referred to, for the experimental use of said company's tracks and motive power for the sprinkling of streets within a certain district and upon certain terms and conditions in said agreement defined, the said agreement to continue in force for sixty days unless sooner annulled by said railway company, — it is

Ordered, That the Board approve the use of the tracks and motive power of said railway company for street sprinkling purposes in the manner, and upon the terms and conditions and within the limits set

forth in said agreement, such use not to continue more than sixty days unless the Board, having regard to the necessities of public travel, shall hereafter by its order further approve the same.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JUNE 1, 1898.

BOSTON ELEVATED RAILWAY COMPANY — CERTIFICATES OF APPROVAL
OF PLANS OF CONSTRUCTION.

The annexed plans, numbered 25,021 to 25,041, inclusive, are hereby approved, so far as they show the proposed location and grade of tracks and elevated structure, and the proposed location of the stations shown on said plans ; but not as showing in other particulars the form and method of construction proposed. The Board reserves for future consideration the question of an additional station or stations.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

JULY 11, 1898.

The annexed plans, numbered and marked as in the above note of George A. Kimball, civil engineer, are hereby approved, so far as they show the proposed form and method of construction of elevated structure, and the strength and safety of such structure and of the bridge traversed thereby.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

JULY 11, 1898.

The annexed plans, numbered and marked as in the above note of George A. Kimball, civil engineer, are hereby approved, so far as they show the proposed form and method of construction of the stations and approaches thereto ; the track system with walk and hand rail ; also the contact rail and its guard.

JOHN E. SANFORD,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

JULY 26, 1898.

**BROCKTON STREET RAILWAY COMPANY — COMPLAINT RELATIVE TO
WITHDRAWAL OF FREE TRANSFERS.**

In the matter of the complaint of Silas B. Duffield against the Brockton Street Railway Company for alleged withdrawal of free transfers and the charging of double fares during the continuance of the agricultural fair in the city of Brockton in the autumn of 1897, —

It appearing by the evidence, upon a hearing of the parties, that at no time since the introduction of the transfer system by the above named company, about thirteen years ago, have free transfers been issued during the continuance of said fair, the Board is of the opinion that there has been no withdrawal of transfers within the contemplation of chapter 383 of the Acts of 1894.

By order of the Board,

WM. A. CRAFTS,

Clerk.

DECEMBER 30, 1898.

ORGANIZATION OF NEW STREET RAILWAY COMPANIES.

Certificates of compliance with the requirements of the general law preliminary to incorporation, were issued to the following new street railway companies during the last calendar year : —

Boston, Milton & Brockton,	June	7, 1898.
East Taunton,	June	24, 1898.
Fitchburg & Suburban,	March	29, 1898.
Framingham, Southborough & Marlborough,	June	23, 1898.
Mansfield & Easton,	February	26, 1898.
Norfolk Western,	September	23, 1898.
Norton & Taunton,	January	18, 1898.
Providence & Taunton,	June	6, 1898.
Webster & Dudley,	March	23, 1898.
Worcester & Clinton,	March	3, 1898.
Worcester & Webster,	September 30,	1898.

[F.]

MISCELLANEOUS ORDERS.

APPOINTMENT OF ASSISTANT CLERK.

IN BOARD OF RAILROAD COMMISSIONERS, June 22, 1898.

Ordered, That DAVID F. MCGILVRAY be, and he hereby is, under chapter 313 of the Acts of 1895, appointed Assistant Clerk of the Board in place of William J. McCullough resigned, with salary at the rate of seven hundred and twenty dollars a year, to hold said office temporarily until the further order of the Board; and said Assistant Clerk is hereby directed to perform the duties of the official clerk during any absence or disability of the latter.

By order of the Board,

WM. A. CRAFTS,
Clerk.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

BOSTON, June 23, 1898.

Personally appeared David F. McGilvray and took and subscribed the oaths necessary to qualify him for the execution of his duties under the foregoing appointment.

Before us,

ISAAC H. EDGETT,
WM. H. MORGAN,
Commissioners to qualify.

IN BOARD OF RAILROAD COMMISSIONERS, October 5, 1898.

Ordered, That WILLIAM J. MCCULLOUGH be, and he hereby is, under chapter 313 of the Acts of 1895, appointed Assistant Clerk of the Board in place of David F. McGilvray, who was appointed temporary Assistant Clerk during the absence of said William J.

McCullough in the military service of the United States, and who has resigned, with salary at the rate of twelve hundred dollars per annum.

By order of the Board,

WM. A. CRAFTS,
Clerk.

COMMONWEALTH OF MASSACHUSETTS,

SUFFOLK, ss.

Boston, October 6, 1898.

Personally appeared William J. McCullough and took and subscribed the oaths necessary to qualify him to execute the trust reposed in him by the foregoing appointment.

Before us,

HERBERT H. BOYNTON,
WM. H. MORGAN,
Commissioners to qualify.

APPOINTMENT OF RAILROAD INSPECTOR.

IN BOARD OF RAILROAD COMMISSIONERS, September 29, 1898.

Ordered, That CHARLES E. PAIGE of Lowell, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894 and chapter 376 of the Acts of 1897, appointed to be a Railroad Inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the first day of October, 1898, and terminating on the first day of October, 1901, unless sooner removed for cause.

By order of the Board,

WM. A. CRAFTS,
Clerk.

[G.]

EXPENSES OF OFFICE.

Rent of office,	\$3,926 00
Janitor and messenger,	745 96
Bridge Engineer,	3,000 00
Experts,	474 00
Expenses of Railroad Inspectors,	530 53
Stenography and extra clerical assistance,	196 96
Printing and binding,	445 75
Stationery and office supplies,	157 07
Telephone and telegrams,	161 35
Express,	114 77
Postage,	111 00
Newspapers and periodicals,	67 45
Typewriter supplies,	22 39
Carpets, furniture and repairs,	97 86
Gas and ice,	37 70
Sundry incidentals,	67 45
Total Office Expenses,*	\$10,155 74

* Exclusive of salaries fixed by statute.

TABULATED STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1898.

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Construction,	60	281
Equipment,	61	281
Lands and other permanent property,	62	281
Total cost per mile,	63	281
Capital stock,	64	281
Net debt,	65	281
Capital investment per mile,	66	281

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	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
ATTLEBOROUGH BRANCH. (See N. Y., N. H. & Hartford.)									
BERKSHIRE. (See New York, New Haven & Hartford.)									
BOSTON & ALBANY.	Boston,	Albany, N. Y.,	201.650	162.350	235.290 ¹	195.990 ¹	188.050	159.620	624.990
Athol.	Springfield,	Athol,	45.260	45.260	—	—	8.760	8.760	54.030
Grand Junction,	Cottage Farm,	East Boston,	9.450	9.450	5.110	5.110	28.660	28.660	43.220
Hudson,	Chatham, N. Y.,	Hudson, N. Y.,	17.330	—	1.000	—	7.160	—	25.490
Milford,	S. Framingham,	Milford,	12.000	12.000	—	—	6.310	6.310	18.310
Milbury,	Millbury Jct.,	Millbury Village,	3.000	3.000	—	—	.600	.600	3.600
Newton Highlands,	Beacon St., Boston,	Riverside Jct.,	9.890	9.890	9.890	9.890	5.630	5.630	25.310
Newton Lower Falls,	Riverside Jct.,	Newton L. Falls,	1.090	1.090	—	—	.650	.650	1.740
Saxonville,	Natick,	Saxonville,	3.700	3.700	—	—	2.220	2.220	5.920
Spencer,	Spencer,	South Spencer,	2.180	2.180	—	—	1.060	1.060	3.240
Chester & Becket,	Chester,	Chester Quarries,	5.270	5.270	—	—	.600	.600	5.870
North Brookfield,	East Brookfield,	North Brookfield,	4.000	4.000	—	—	1.870	1.870	5.870
Pittsfield & North Adams,	Pittsfield,	North Adams,	18.550	18.550	—	—	7.220	7.220	25.770
Prov., Webster & Springfield,	Webster Jct.,	Webster,	11.230	11.230	—	—	3.200	3.200	14.430
Ware River,	Palmer,	Winchendon,	49.350	49.350	—	—	6.930	6.930	56.280
BOSTON & LOWELL. (See Boston & Maine.)									
Boston,	Boston,	Portland, Me.,	115.310	96.560	82.770 ³	88.120 ³	105.180	64.720	308.210
Boston,	Boston,	State Line, N. H.,	41.450	41.450	40.140 ²	40.140 ²	45.320	45.320	126.910
Conway Jct., Me.,	Conway Jct., Me.,	No. Conway, N. H.,	73.370	—	—	—	19.810	—	93.180
Wenham,	Wenham,	Asbury Grove,	1.060	1.060	—	—	.380	.380	1.440

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALIC.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total length owned and operated single Track.
	From	To	Total.	In Massa- chusetts.	Total.	In Massa- chusetts.	Total.	In Massa- chusetts.	
BOSTON & MAINE — Con.									
Central Massachusetts, .	No. Cambridge,	Northampton,	98.770	98.770	—	—	24.070	24.070	122.840
Concord & Montreal, .	Nashua, N. H., .	Groveton, N. H., .	181.070	—	—	—	111.620	—	329.810
<i>Franklin & Tilton,</i> .	Franklin, N. H., .	Tilton, N. H., .	4.950	—	36.620 ¹	—	2.200	—	7.150
<i>Hedding,</i>	F. Hedding, N. H., .	H. Camp Gr'd, N. H., .	.780	—	—	—	.100	—	.880
<i>Hooksett,</i>	Hooksett, N. H., .	Bow Jet, N. H., .	7.590	—	—	—	3.790	—	11.380
<i>Lake Shore,</i>	Lakeport, N. H., .	Alton Bay, N. H., .	17.280	—	—	—	1.430	—	18.710
<i>Manchester & No. Ware,</i> .	Manchester, N. H., .	Henniker, N. H., .	24.500	—	—	—	8.560	—	33.060
<i>Mount Washington,</i> .	Wing Road, N. H., .	Mt. Washington, N. H., .	20.170	—	—	—	6.550	—	26.720
<i>New Boston,</i>	Parker's, N. H., .	New Boston, N. H., .	5.190	—	—	—	.640	—	5.830
<i>Profile & Franconia,</i> .	Bethlehem J., N. H., .	Profile House, N. H., .	12.840	—	—	—	1.380	—	14.220
<i>Suncook Val. Extension,</i> .	Bethlehem J., N. H., .	Bethlehem, N. H., .	4.460	—	—	—	1.200	—	5.660
<i>Tilton & Belmont,</i> .	Pittsfield, N. H., .	Barnstead, N. H., .	4.170	—	—	—	.640	—	4.810
<i>Whitefield & Jefferson,</i> .	Belmont Jct., N. H., .	Belmont, N. H., .	33.690	—	—	—	9.200	—	42.890
Concord & Portsmouth, .	Whitefield J., N. H., .	Berlin Mills, N. H., .	39.870	—	—	—	14.230	—	54.100
Connecticut River, .	Jeff. Mead's, N. H., .	Jefferson, N. H., .	74.000	—	36.800 ²	—	57.860	50.670	168.660
<i>Chicopee Falls,</i> .	Portsmouth, N. H., .	Manchester, N. H., .	2.350	50.080	—	—	1.720	1.720	4.070
<i>Easthampton,</i>	Springfield, .	Chicopee Falls, .	3.500	2.350	—	—	1.290	1.290	4.790
Conn. & Pass. Rivers, .	Mt. Tom Jct., .	Easthampton, .	110.300	3.500	—	—	39.570	—	149.870
Danvers, .	White Riv. Jct., Vt., .	Canada Line, .	9.260	9.260	—	—	1.840	1.840	11.100
Eastern in N. H., .	Wakefield Jct., .	Danvers, .	16.080	—	—	—	9.290	—	31.310
Grand Trunk,*	State Line, N. H., .	State Line, Me., .	2.950	—	5.940	—	—	—	2.950
Horn Pond Branch, .	Lenoxville, P. Q., .	Sherbrooke, P. Q., .	.663	.663	—	—	.076	.076	.739
	Woburn Branch, .	Horn Pond, .			—	—			

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACE.		4. — SIDE TRACE.		5. — Total Length computed as single Track.
	From	To	Total	In Massa- chusetts.	Total	In Massa- chusetts.	Total	In Massa- chusetts.	
CAPE ANN GRANITE, . . .	Lanesville, .	Pigeon Cove, .	1.436	1.436	—	—	.781	.781	2.217
CENTRAL MASSACHUSETTS. (See <i>Boston & Maine</i> .)	—	—	—	—	—	—	—	—	—
CHATHAM. (See <i>New York, New Haven & Hartford</i> .)	—	—	—	—	—	—	—	—	—
CHESTER & BECKET. (See <i>Boston & Albany</i> .)	—	—	—	—	—	—	—	—	—
CONNECTICUT RIVER. (See <i>Boston & Maine</i> .)	—	—	—	—	—	—	—	—	—
DANVERS. (See <i>Boston & Maine</i> .)	—	—	—	—	—	—	—	—	—
FITCHBURG, . . .	Boston, .	Fitchburg, .	50.000	50.000	51.660 ¹	51.660 ¹	90.130	90.130	191.790
	Greenfield, .	Troy, N. Y., and Rot'dam J., N. Y.,	145.630	44.000	50.940	44.000	93.640	33.740	290.210
Ashburnham, . . .	Ashburnh'm Jct.,	Bel lows Falls, Vt.,	53.620	10.810	—	—	21.490	4.120	75.110
Ice, . . .	So. Ashburnham,	Ashburnham, .	2.590	2.590	.680	.680	.480	.480	3.020
Marlborough, . . .	Charlestown, .	Charlestown, .	.680	.680	—	—	1.260	1.260	2.620
Milford, . . .	South Acton, .	Marlborough, .	12.420	12.420	—	—	4.570	4.570	16.990
Monadnock, . . .	Squannacook Jct.,	Milford, N. H.,	21.460	10.420	—	—	4.410	2.320	25.870
Peterborough & Shirley, .	Winchendon, .	Peterboro', N. H.,	15.800	5.400	—	—	2.350	.620	18.150
Saratoga, . . .	Ayer, .	Greenville, N. H.,	23.620	10.790	—	—	5.130	2.560	28.750
Waterloo, . . .	Saratoga, N. Y.,	Schuylerville, N. Y.,	25.520	—	—	—	4.600	—	30.120
Worcester, . . .	W. Cambridge, .	Waltham, .	6.600	6.600	6.600	6.600	7.210	7.210	20.410
Troy & Bennington, Vermont & Massachusetts,	Worcester, .	Winchendon, .	36.000	36.000	—	—	16.040	16.040	52.040
Turner's Falls, . . .	Hoosick Jct., N. Y.,	White Creek, N. Y.,	5.040	—	—	—	1.020	—	6.060
	Fitchburg, .	Greenfield, .	56.000	56.000	56.000	56.000	36.860	36.860	148.860
	Turner's Falls Jct.,	Turner's Falls, .	2.800	2.800	—	—	2.180	2.180	4.980

GRAFTON & UPTON,	North Grafton, .	Milford, .	16.500	16.500	-	-	3.000	8.000	19.500
HOLYOKE & WESTFIELD. (See N. J., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
HOOSAC TUNNEL & WILMINGTON, ¹	Hoosac Tunnel,	Wilmington, Vt.,	25.000	8.220	-	-	3.000	.780	28.000
HORN POND BRANCH. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
LOWELL & ANDOVER. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
MILFORD, FRANKLIN & PROV. (See New England.)	-	-	-	-	-	-	-	-	-
MILFORD & WOONSOCKET. (See New England.)	-	-	-	-	-	-	-	-	-
NANTASKET BEACH. (See New York, New Haven & Hartford.)	-	-	-	-	-	-	-	-	-
NANTUCKET CENTRAL, ²	Nantucket,	Siasconset, .	8.500	8.500	-	-	.200	.200	8.700
NASHUA, ACTON & BOSTON. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
NASHUA & LOWELL. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
NEWBURYPORT. (See Boston & Maine.)	-	-	-	-	-	-	-	-	-
NEW ENGLAND,	Boston, .	Hopewell Jct., N. Y., Fishkill-on-Hud- son, N. Y.,	214.980	52.050	116.780	52.050	140.400	56.350	472.160
Dedham,	Wicopee Jct., N. Y.,	-	1.710	-	-	-	7.320	-	9.030
Dorrence Street, Hartford Freight, Melrose, Providence,	Dedham Jct., . Islington, . Providence, R. I., Providence, Ct., Hartford, Ct., Rockville, Ct., Providence, R. I.,	Dedham, Dedham, Providence, R. I., Hartford, Ct., Rockville, Ct., Willimantic, Ct.,	1.580 2.000 .620 .670 7.220 58.320	1.580 2.000 - - - -	- - - - - -	- - - - - -	.980 - .080 .980 .240 18.560	.980 - - - - -	2.460 2.000 .650 1.650 7.460 76.880

¹ Including 1.660 miles of third track.² A narrow-gauge railroad.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACE.		4. — SIDE TRACE.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massa- chusetts.	Total.	In Massa- chusetts.	Total.	In Massa- chusetts.	
NEW ENGLAND — Con.									
<i>Southbridge,</i> . . .	E. Thompson, Ct.	Southbridge, .	17.360	12.010	—	—	2.820	2.700	20.180
<i>Springfield,</i> . . .	E. Hartford, Ct.,	Springfield, .	28.310	8.140	—	—	8.760	5.030	37.070
<i>Woonsocket,</i> . . .	Cook St., Newton,	Woonsocket, R. I.,	28.670	27.600	—	—	7.010	4.700	35.680
Boston & Albany,* . .	Springfield, . .	Springfield, .	.590	.590	—	—	—	—	.590
Millford, Franklin & Prov.,	Franklin, . . .	Bellingham, .	4.650	4.650	—	—	.980	.980	5.680
Millford & Woonsocket, .	Ashland, . . .	Bellingham, .	15.320	15.320	—	—	3.550	3.550	18.870
Newburg, Dutch. & Conn.,*	Hopewell Jct., N. Y.,	Wicopee Jct., N. Y.,	10.950	—	—	—	—	—	10.950
New London Northern,* .	Norwich, Ct., .	New London, Ct.,	13.500	—	—	—	—	—	13.500
Norwich & Worcester, .	Worcester, . .	Allyn's Point, Ct.,	66.160	18.240	—	—	27.250	9.430	93.410
Providence & Springfield,	Providence, R. I.,	Douglas Jct., .	27.730	1.630	—	—	7.210	.700	94.940
R. I. & Mass. in Mass., .	Franklin, . . .	State Line, R. I.,	6.520	6.520	—	—	.860	.860	7.380
R. I. & Mass. in R. I., .	State Line, R. I.,	Valley Falls, R. I.,	7.070	—	—	—	.700	—	7.770
Rockville, . . .	Vernon, Ct., .	Melrose, Ct., .	4.430	—	—	—	.850	—	5.280
Woonsocket & Pascoag, .	Woonsocket, R. I.,	Harrisville, R. I.,	9.450	—	—	—	.720	—	10.170
NEW HAVEN & NORTHAMPTON. (See N. Y., N. H. & Hartford.)	—	—	—	—	—	—	—	—	—
NEW LONDON NORTHERN (op- erated by <i>Central Vt. R. Co.</i>)	New London, Ct.,	Brattleboro', Vt.,	121.000	54.900	—	—	20.700	10.500	141.700
NEW YORK, NEW HAVEN & HARTFORD, . . .	W'dawn Jct., N. Y.,	Providence, R. I.,	173.780	—	283.500 ¹	—	125.710	—	532.990
<i>Berkshire Division,</i> . .	Huntington, Ct.,	Botsford, Ct.,	9.790	—	—	—	1.460	—	11.250
<i>Berkshire Division,</i> . .	Botsford, Ct., .	State Line, Mass.,	59.810	—	—	—	14.330	—	74.140
<i>Bridgeport,</i> . . .	Botsford, Ct., .	Bridgeport, Ct.,	15.160	—	—	—	3.820	—	18.980
<i>Brookfield,</i> . . .	Brookfield J., Ct.,	Danbury, Ct.,	5.360	—	—	—	1.160	—	6.520
<i>Buttonwoods,</i> . . .	Auburn, R. I., .	Buttonwoods, R. I.,	9.900	—	—	—	1.600	—	11.500
<i>Hartford Division,</i> . .	Cedar Hill, Ct.,	Springfield, .	60.170	5.950	60.170	5.950	81.260	7.070	201.600

<i>Henderson Street,</i>	<i>Auburn, R. I.,</i>	<i>Providence, R. I.,</i>	<i>1.660</i>	<i>6.070</i>
<i>Loop,</i>	<i>Stonington, Ct.,</i>	<i>Stonington, Ct.,</i>	<i>—</i>	<i>—</i>
<i>Middletown,</i>	<i>Berlin, Ct.,</i>	<i>Middletown, Ct.,</i>	<i>—</i>	<i>15.120</i>
<i>New Britain,</i>	<i>Berlin, Ct.,</i>	<i>New Britain, Ct.,</i>	<i>3.180</i>	<i>8.280</i>
<i>New Canaan,</i>	<i>Stamford, Ct.,</i>	<i>New Canaan, Ct.,</i>	<i>—</i>	<i>8.670</i>
<i>Pontiac,</i>	<i>Auburn, R. I.,</i>	<i>Pontiac, R. I.,</i>	<i>—</i>	<i>5.080</i>
<i>Suffield,</i>	<i>Windsor Locks, Ct.,</i>	<i>Suffield, Ct.,</i>	<i>—</i>	<i>5.350</i>
<i>Valley Division,</i>	<i>Hartford, Ct.,</i>	<i>Fenwick, Ct.,</i>	<i>—</i>	<i>55.380</i>
<i>West River,</i>	<i>New Haven, Ct.,</i>	<i>New Haven, Ct.,</i>	<i>—</i>	<i>1.660</i>
<i>Attleborough Branch,</i>	<i>Attleborough,</i>	<i>N. Attleborough,</i>	<i>—</i>	<i>1.480</i>
<i>Berkshire,</i>	<i>W. Stockbridge,</i>	<i>State Line, Ct.,</i>	<i>—</i>	<i>5.480</i>
<i>Boston & Albany,*</i>	<i>Worcester Jct.,</i>	<i>Worcester,</i>	<i>.150</i>	<i>25.560</i>
<i>Boston & Maine,*</i>	<i>Lowell Jct.,</i>	<i>Lowell,</i>	<i>.570</i>	<i>.300</i>
<i>Boston & New York Air Line,</i>	<i>New Haven, Ct.,</i>	<i>Willimantic, Ct.,</i>	<i>5.280</i>	<i>.570</i>
<i>Colchester,</i>	<i>Turnerville, Ct.,</i>	<i>Colchester, Ct.,</i>	<i>—</i>	<i>69.880</i>
<i>Boston & Providence,</i>	<i>Boston,</i>	<i>Providence, R. I.,</i>	<i>55.180*</i>	<i>4.490</i>
<i>Dedham,</i>	<i>Readville,</i>	<i>Dedham,</i>	<i>2.220</i>	<i>165.000</i>
<i>India Point,</i>	<i>East Jct.,</i>	<i>India Point, R. I.,</i>	<i>2.220</i>	<i>2.650</i>
<i>Stoughton,</i>	<i>Canton Jct.,</i>	<i>Stoughton,</i>	<i>—</i>	<i>7.090</i>
<i>West Roxbury,</i>	<i>Forest Hills Sta.,</i>	<i>Dedham,</i>	<i>4.050</i>	<i>200</i>
<i>Chatham,</i>	<i>Chatham,</i>	<i>Harwich,</i>	<i>5.370</i>	<i>11.000</i>
<i>Danbury & Norwalk,</i>	<i>Danbury, Ct.,</i>	<i>Wilson's Pt., Ct.,</i>	<i>5.370</i>	<i>14.240</i>
<i>Ridgefield,*</i>	<i>Branchville, Ct.,</i>	<i>Ridgefield, Ct.,</i>	<i>—</i>	<i>7.840</i>
<i>Fitchburg,*</i>	<i>Conway Jct.,</i>	<i>Shelburne Falls,</i>	<i>—</i>	<i>45.250</i>
<i>Harlem River & Port Chester,</i>	<i>Harlem Riv., N. Y.,</i>	<i>New Rochelle, N. Y.,</i>	<i>14.000*</i>	<i>4.490</i>
<i>Holyoke & Westfield,</i>	<i>Westfield,</i>	<i>Holyoke,</i>	<i>—</i>	<i>4.670</i>
<i>Nantasket Beach,</i>	<i>Nantasket Jct.,</i>	<i>Pemberton,</i>	<i>6.880</i>	<i>74.100</i>
			<i>6.880</i>	<i>24.960</i>
			<i>6.880</i>	<i>17.640</i>

* Trackage rights.

* Including 54.880 miles of third track and 54.880 miles of fourth track.

* Including only one-half the length of joint tracks between Providence station and Boston switch, so called, viz.: 5,000 miles of first or single track; 5,000 miles of second track; 3,800 miles of third track; 3,800 miles of fourth track; and 10,160 miles of sidings; these distances being the total length.

* Including 10,570 miles of third track and 10,100 miles of fourth track.

* Including 1,250 miles of third track and 1,260 miles of fourth track.

RAILROADS AND BRANCHES.
(LEASED ROADS IN ROMAN.)
(BRANCHES IN ITALICS.)

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALIC.)	1.—TERMINI.		2.—LENGTH OF LINE.		3.—SECOND TRAIL.		4.—SIDE TRAIL.		5.—Total Length computed as Single Trail.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
NEW YORK, NEW HAVEN & HARTFORD—CON.									
Naugatuck,	Naugatuck Jct., Ct.,	Winsted, Ct.,	56.550	—	5.400	—	23.310	—	85.260
Watertown,	Watertown, Ct.,	Watertown, Ct.,	4.440	—	—	—	.660	—	5.100
New England,*	Dedham,	Islington Jct.,	2.000	2.000	—	—	—	—	2.000
New England,*	Islington Jct.,	Norwood Jct.,	2.550	2.550	2.550	2.550	—	—	5.100
New England,*	William Jct., Ct.,	Williamville, Ct.,	.360	—	—	—	—	—	.360
New Haven & Derby,	New Haven, Ct.,	Ansonia, Ct.,	12.900	—	—	—	—	—	20.050
Huntington,	Derby, Ct.,	Huntington, Ct.,	3.790	—	—	—	7.150	—	5.780
New Haven & Northampton,	New Haven, Ct.,	Conway Jct.,	94.640	43.380	—	—	1.990	—	17.470
New Hartford,	Farmington, Ct.,	N. Hartford, Ct.,	14.090	—	—	—	42.830	22.170	187.470
Turner's Falls,	S. Deerfield,	Turner's Falls,	10.070	10.070	—	—	3.120	—	17.210
Williamsburg,	Northampton,	Williamsburg,	7.510	7.510	—	—	2.650	2.650	12.720
New York & Harlem,*	Grand Central Depot, N. Y.,	Woodlawn, N. Y.,	12.030	—	36.090 ¹	—	2.190	2.190	9.700
	Boston,	Newport, R. I.,	67.790	51.600	49.580 ²	49.580 ²	—	—	48.120
	May Flower Pk.,	Somerset Jct.,	36.310	36.310	26.750 ³	26.750 ³	—	—	—
	Middleborough,	Provincetown,	85.660	85.660	19.720	19.720	—	—	—
	Raynham,	Whitenton Jct.,	3.380	3.380	3.380	3.380	—	—	—
	Braintree,	Kingston,	32.340	32.340	8.410	8.410	—	—	—
	So. Braintree,	Plymouth,	26.040	26.040	—	—	—	—	—
	Framingham,	Lowell,	26.120	26.120	4.360	4.360	—	—	—
	New Bedford,	Fitchburg,	91.250	91.250	50.850 ⁴	50.850 ⁴	—	—	—
	Attleboro' Br. Jct.,	Attleborough,	8.600	8.600	—	—	—	—	—
Attleborough,	Whitman,	Bridgewater,	6.120	6.120	—	—	2.350	2.350	10.950
Bridgewater,	Winnwood,	Westdale,	.750	.750	—	—	1.780	1.780	7.900
Brockton,	Elmwood,	Westdale,	.750	.750	—	—	—	—	.750
Old Colony,							192.890	187.430	724.380

Description of Railroads Owned and Operated — Concluded.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALIC.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total	In Massachusetts.	Total	In Massachusetts.	Total	In Massachusetts.	
NORTH BROOKFIELD. (See <i>Boston & Albany.</i>)	-	-	-	-	-	-	-	-	-
NORWICH & WORCESTER. (See <i>New England.</i>)	-	-	-	-	-	-	-	-	-
OLD COLONY. (See <i>New York, New Haven & Hartford.</i>)	-	-	-	-	-	-	-	-	-
PITTSFIELD & NORTH ADAMS. (See <i>Boston & Albany.</i>)	-	-	-	-	-	-	-	-	-
PLYMOUTH & MIDDLEBOROUGH. (See <i>N.Y., N.H. & Hartford.</i>)	-	-	-	-	-	-	-	-	-
PROVIDENCE & SPRINGFIELD. (See <i>New England.</i>)	-	-	-	-	-	-	-	-	-
PROVIDENCE, WEBSTER & SPRINGFIELD. (See <i>Boston & Albany.</i>)	-	-	-	-	-	-	-	-	-
PROVIDENCE & WORCESTER. (See <i>N.Y., N.H. & Hartford.</i>)	-	-	-	-	-	-	-	-	-
RHODE ISLAND & MASSACHUSETTS. (See <i>New England.</i>)	-	-	-	-	-	-	-	-	-
STOCKBRIDGE & PITTSFIELD. (See <i>N.Y., N.H. & Hartford.</i>)	-	-	-	-	-	-	-	-	-
STONY BROOK. (See <i>Boston & Maine.</i>)	-	-	-	-	-	-	-	-	-
UNION FREIGHT, VERMONT & MASSACHUSETTS (See <i>Fitchburg.</i>)	Boston, .	Boston, .	2.431	2.431	.937	.937	1.280	1.280	4.648

WARE RIVER. (See <i>Boston & Albany</i> .)	-	-	-	-	-	-	-	-	-
WEST STOCKBRIDGE. (See <i>N. Y., N. H. & Hartford</i> .)	-	-	-	-	-	-	-	-	-
WORCESTER, NASHUA & ROCH- ESTER. (See <i>Boston & Maine</i> .)	-	-	-	-	-	-	-	-	-
TOTALS,	.	.	.	.	.	.	.	.	8,828.574

NOTE. — The 1,573.637 miles of second track owned and operated, as given in the above totals, include 108.660 miles of third track and 100.610 miles of fourth track. The 925.867 miles of second track in *Massachusetts* include 36.370 miles of third track and 28.670 miles of fourth track.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

OPERATING RAILROADS.		6.—BOSTON & ALBANY.	7.—BOSTON & MAINE.	8.—BOSTON, REVERE BEACH & LYNN.*	9.—CAPE ANN GRANITE.
ASSETS.					
Construction,	.	\$26,299,992 87	\$32,350,959 54	\$1,444,927 38	\$20,287 85
Equipment,	.	8,772,400 00	4,583,149 91	220,907 43	10,500 00
Lands,	.	1,457,024 96	1,116,456 81	85,627 00	-
Stocks and bonds of other companies,	.	475,485 00	6,043,761 22	-	-
Other permanent property,	.	-	125,716 75	73,000 00	-
<i>Total permanent investments,</i>	.	32,004,902 83	44,220,044 23	1,824,461 81	30,787 85
Cash and current assets,	.	4,202,373 20	6,048,329 79	27,463 93	4,142 87
Miscellaneous assets,	.	223,650 56	2,374,746 85	13,361 86	-
GROSS ASSETS,	.	36,430,926 59	52,643,120 87	1,865,777 60	34,930 72
LIABILITIES.					
Capital stock, common,	.	\$25,000,000 00	\$18,739,200 00	\$850,000 00	\$20,000 00
preferred,	.	-	3,149,800 00	-	-
<i>Total capital stock,</i>	.	25,000,000 00	21,889,000 00	850,000 00	20,000 00
Funded debt,	.	7,486,000 00	21,392,306 91	850,000 00	-
Real estate mortgages,	.	-	597,800 00	-	-
Current liabilities,	.	1,474,734 89	3,363,752 78	79,786 99	14,450 30
Accrued liabilities,	.	85,295 00	2,064,916 00 ¹	8,500 00	-
<i>Total indebtedness,</i>	.	9,045,729 89	27,418,775 69	938,286 99	14,450 30
Sinking and other special funds,	.	2,109,204 08	1,621,768 47	19,700 00	-
GROSS LIABILITIES,	.	36,154,933 97	50,929,544 16	1,807,986 99	34,450 30
INCOME.					
Revenue from passengers,	.	\$3,706,357 58	\$3,461,640 45	\$286,648 46	-
from mails,	.	320,543 80	346,232 45	-	-
from express,	.	274,126 81	620,709 30	-	-

from extra baggage and storage, from other passenger service, <i>Total passenger revenue,</i>	58,582 25 76,385 10	112,453 42	-	-
Revenue from freight, from other freight service, .	4,435,995 54 4,291,526 70	9,541,085 62 10,201,910 29	236,648 46	\$13,597 06
<i>Total freight revenue,</i>	303,041 72	85,981 46	-	-
<i>Total passenger and freight revenue,</i>	4,594,567 42	10,287,841 76	-	13,597 05
Other earnings from operation, <i>Gross earnings from operation,</i>	9,030,562 96 211,006 43	19,828,877 37 22,106 69	236,648 46	13,597 05
Income from other sources, GROSS INCOME,	9,241,568 39 9,241,568 39	19,850,984 06 20,430,478 72	22,109 17 258,757 63	13,597 05 13,597 05
EXPENDITURES.				
Operating expenses, .	\$6,088,069 12	\$13,679,038 99	\$196,138 56	\$11,385 02
Interest on funded and other debts, .	387,980 00	1,089,125 16	39,743 48	1,813 29
Taxes, .	706,932 57	1,030,040 30	5,474 96	306 20
Rentals paid, .	78,000 00	8,299,066 34	-	-
Other charges upon income, .	-	69,779 25	-	-
Dividends paid, .	2,000,000 00	1,234,002 00	17,000 00	-
GROSS EXPENDITURES,	9,210,981 69	20,401,082 04	258,357 00	13,408 51
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation, .	\$3,153,499 27	\$6,171,945 07	\$40,509 90	\$2,312 03
Income from other sources, .	-	579,489 66	22,109 17	-
<i>Total income above operating expenses,</i>	3,153,499 27	6,751,434 73	62,619 07	2,312 03
Interest, taxes, rentals, and other charges, .	1,122,912 57	6,488,011 05	45,218 44	2,118 49
<i>Net divisible income,</i>	2,030,586 70	1,263,423 68	17,400 63	193 54
Amount of dividends declared, .	2,000,000 00	1,234,002 00	17,000 00	-
Percentage of dividends declared, .	8.0	6.0	2.0	-
SURPLUS FOR THE YEAR,	30,586 70	29,421 68	400 63	193 54

• A narrow-gauge railroad.

1. Including amounts which will be due leased roads on termination of leases, \$1,177,258.11.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	6.—BOSTON & ALBANY—Con.	7.—BOSTON & MAINE—Con.	8.—BOSTON, REVERE BEACH & LYNN—Con.	9.—CAPE ANN GRANITE—Con.
SURPLUS.				
Surplus June 30, 1897,	\$245,405 92	\$1,712,450 73	\$57,389 98	\$286 88
Additions during the year,	30,586 70	29,421 68	400 68	198 54
Deductions during the year,	—	—	—	—
TOTAL SURPLUS JUNE 30, 1898,	275,992 62	28,295 70 1,713,576 71	— 57,790 61	— 480 42
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	10,663,795	32,176,210	2,869,556	—
average length of journey,	19.868 miles.	15.100 miles.	4.910 miles.	—
Total passenger mileage,	211,816,998	486,787,694	14,104,002	—
Average fare per mile on local tickets,	1.774 cents.	1.734 cents.	2.000 cents.	—
on commutation tickets,	1.090 "	—	1.000 "	—
on mileage tickets,	2.000 "	—	—	—
on season tickets, . . . . .	.590 "	.674 cents.	—	—
on joint tickets,	2.029 "	1.798 "	—	—
Passengers carried to Boston,	3,228,141	9,840,005	1,197,873	—
from Boston,	3,319,690	9,947,086	1,217,713	—
Tons of freight hauled,	4,563,662	10,271,875	—	90,647
average length of haul,	112.086 miles.	67.010 miles.	—	1.436 miles.
Total freight mileage,	511,297,681	688,381,187	—	130,169
Average rate per ton mile, local way-bill,	1.329 cents.	2.262 cents.	—	—
joint way-bill, . . . . .	.586 "	.993 "	—	—

Miles run by passenger trains,	3,028,923	8,269,294	296,882	-
by freight trains,	2,738,143	5,486,976	-	5,930
by mixed trains,	-	-	-	-
<i>Total mileage of trains earning revenue,</i>	5,766,466	13,755,270	296,882	5,930
Miles run by switching trains,	1,229,463	3,088,843	-	-
by construction and other trains,	232,289	397,417	3,979	-
<i>Total train mileage,</i>	7,268,217	17,241,530	300,861	5,930
EQUIPMENT.				
Number of locomotives,	241	665	9	1
of passenger and combination cars,	288	982 ^a	51	-
of dining, parlor and sleeping cars,	14 ¹	9	-	-
of baggage, express and mail cars,	60	214 ⁴	-	-
of freight cars (basis 8 wheels),	5,482	10,898	-	15
of officers' and pay cars,	5	4	-	-
of gravel and other cars,	486	472	18	-
MISCELLANEOUS.				
Whole number of stockholders,	8,741	6,391 ⁵	312	9
number in Massachusetts,	7,402	4,148 ⁶	284	9
Amount of stock held in Massachusetts,	\$21,601,000 00	\$13,371,200 00 ⁷	\$658,900 00	\$20,000 00
Total miles of road operated,	393,950	1,715,220	13,200	1,436
operated in Massachusetts,	337,320	646,430	13,200	1,436
Highway grade crossings * in Massachusetts,	235	609	11	2
Railroad grade crossings * in Massachusetts,	17	21	-	-
Average number of employees,	5,959	15,118	209	4

¹ Not including 19.36 per cent of 4 buffet cars in "Boston & Chicago Line." ² Within suburban limit, 1 to 2 cents; outside suburban limit, 2 to 2½ cents.

³ 500 miles, 2½ cents; 1,000 miles, 2 cents.

owned by the Boston & Lowell, 37.83 per cent by the Concord & Montreal, and 31.67 per cent by the Canadian Pacific. ⁴ Common, 5,744; preferred, 647.

⁵ Common, 3,635; preferred, 513.

⁶ Including those on leased lines.

⁷ Common, \$11,636,600; preferred, \$2,734,600.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.		10.—CENTRAL VERMONT.*	11.—FITCHBURG.	12.—GRAFTON & UPTON.	13.—HOOSAC TUNNEL & WILMING- TON.†
ASSETS.					
Construction,	.	-	\$99,674,031 95	\$456,917 68	\$425,598 44
Equipment,	.	-	4,129,786 00	61,082 32	61,750 42
Lands,	.	-	-	-	-
Stocks and bonds of other companies,	.	-	-	-	-
Other permanent property,	.	-	1,756,737 38	-	-
<i>Total permanent investments,</i>	.	-	45,560,555 33	518,000 00	487,348 86
Cash and current assets,	.	-	2,065,432 40	5,099 82	28,090 23
Miscellaneous assets,	.	-	3,095,485 56	-	596 95
GROSS ASSETS,	.	-	50,721,463 29	523,099 82	516,036 04
LIABILITIES.					
Capital stock, common,	.	-	\$7,000,000 00	\$250,000 00	\$250,000 00
preferred,	.	-	17,360,000 00	-	-
<i>Total capital stock,</i>	.	-	24,360,000 00	250,000 00	250,000 00
Funded debt,	.	-	28,390,000 00	268,000 00	176,000 00
Real estate mortgages,	.	-	400,000 00	-	-
Current liabilities,	.	-	1,551,792 17	-	77,687 48
Accrued liabilities,	.	-	509,084 73	-	2,933 33
<i>Total indebtedness,</i>	.	-	25,850,876 90	268,000 00	256,620 81
Sinking and other special funds,	.	-	153,237 18	-	-
GROSS LIABILITIES,	.	-	50,364,114 08	518,000 00	506,620 81
INCOME.					
Revenue from passengers,	.	\$216,626 18	\$2,041,806 22	\$20,977 35	\$3,273 44
from mails,	.	14,858 70	76,035 05	900 84	1,093 60
from express,	.	12,498 20	167,708 73	8,366 07	1,598 95

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10.—CENTRAL VERMONT—Con.	11.—FITCHBURG —Con.	12.—GRAFTON & UPTON—Con.	13.—HOOSAC TUNNEL & WINDING- TON—Con.
SURPLUS.				
Surplus June 30, 1897,	-	\$357,349 21	\$13,433 13	\$7,296 23
for the year,	-	103,237 18	8,333 31 <i>d</i>	2,312 95
Additions during the year,	-	-	-	-
Deductions during the year,	-	103,237 18	-	193 95
TOTAL SURPLUS JUNE 30, 1898,	-	357,349 21	5,099 82	9,415 23
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	605,716	6,879,314	88,155	17,789
average length of journey,	14.600 miles.	16.250 miles.	6.500 miles.	13.550 miles.
Total passenger mileage,	8,842,904	111,805,027	573,007	241,119
Average fare per mile on local tickets,	2.980 cents.	1.840 cents.	3.600 cents.	4.000 cents.
on commutation tickets,	1.180 "	1.250 "	2.900 "	-
on mileage tickets,	2.000 "	2.000 "	-	3.000 cents.
on season tickets, . . . . .	.750 "	.650 "	-	-
on joint tickets,	2.170 "	2.220 "	3.200 cents.	2.200 cents.
Passengers carried to Boston,	-	1,977,518	-	-
from Boston,	-	2,045,317	-	-
Tons of freight hauled,	801,698	4,885,660	88,287	35,167
average length of haul,	47.900 miles.	117.020 miles.	6.000 miles.	18.020 miles.
Total freight mileage,	38,423,631	571,737,575	229,722	643,762
Average rate per ton mile, local way-bill,	-	2.400 cents.	-	6.820 cents.
joint way-bill,	-	.680 "	-	-

Miles run by passenger trains,	302,862	2,380,377	20,320	14,132
by freight trains,	276,921	2,929,788	2,276	7,003
by mixed trains,	-	-	19,924	8,021
<i>Total mileage of trains earning revenue,</i>	588,783	5,310,165	42,520	29,156
Miles run by switching trains,	225,798	687,544	824	-
by construction and other trains,	13,540	154,695	-	-
<i>Total train mileage,</i>	778,116	6,152,404	43,844	29,156
EQUIPMENT.				
Number of locomotives,	23	209	3	5
of passenger and combination cars,	23	205	4	8
of dining, parlor and sleeping cars,	-	-	-	-
of baggage, express and mail cars,	2	52	2	-
of freight cars (basis 8 wheels),	328	4,996	1	118
of officers' and pay cars,	-	2	-	-
of gravel and other cars,	65	232	-	97
MISCELLANEOUS.				
Whole number of stockholders,	-	5,920 ¹	29	45
number in Massachusetts,	-	4,814 ²	26	18
Amount of stock held in Massachusetts,	-	\$21,611,000 00 ³	\$216,800 00	\$242,800 00
Total miles of road operated,	100,000	457,780	16,500	25,000
operated in Massachusetts,	44,000	248,510	16,500	8,220
Highway grade crossings* in Massachusetts,	57	228	80	-
Railroad grade crossings* in Massachusetts,	3	8	-	-
Average number of employees,	625	4,507	24	83

* Including those on leased lines.

¹ Common, 85; preferred, 5,835.² Common, 49; preferred, 4,765.³ Deficit.⁴ Common, \$6,773,000; preferred, \$14,838,000.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.		14.—NATUOGET CENTRAL.*	15.—NEW ENGLAND.	16.—NEW YORK, NEW HAVEN & HART- FORD.	17.—UNION FREIGHT.
ASSETS.					
Construction,	.	}}	\$97,849,895 41 ¹	\$53,022,838 98	\$401,069 67
Equipment,	.	}}	2,416,608 87	5,261,798 72	14,000 00
Land,	.	-	-	-	-
Stocks and bonds of other companies,	.	-	950,000 00	18,905,980 84	13,000 00
Other permanent property,	.	-	-	-	-
<i>Total permanent investments,</i>	.	85,000 00	40,710,504 28	77,190,607 99	498,069 67
Cash and current assets,	.	-	898,153 89	8,625,494 02	4,240 02
Miscellaneous assets,	.	-	458,585 04	9,666,421 21	5,768 59
GROSS ASSETS,	.	35,000 00	42,067,243 21	90,482,523 22	498,073 28
LIABILITIES.					
Capital stock, common,	.	\$18,000 00	\$20,000,000 00	\$47,633,200 00	\$300,000 00
preferred,	.	-	5,000,000 00	-	-
<i>Total capital stock,</i>	.	18,000 00	25,000,000 00	47,633,200 00	300,000 00
Funded debt,	.	17,000 00	16,500,000 00	27,097,200 00	-
Real estate mortgages,	.	-	-	-	88,500 00
Current liabilities,	.	720 00	870,905 74	4,158,618 97	1,271 89
Accrued liabilities,	.	-	33,983 83	478,144 16	-
<i>Total indebtedness,</i>	.	17,720 00	17,404,889 07	31,728,963 13	89,771 89
Sinking and other special funds,	.	-	-	-	-
GROSS LIABILITIES,	.	35,720 00	42,404,889 07	79,362,163 13	899,771 89
INCOME.					
Revenue from passengers,	.	\$3,192 12	\$1,656,786 08	\$13,453,499 94	-
from mails,	.	231 33	74,284 70	548,754 03	-
from express,	.	980 92	164,262 52	1,001,080 81	-

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14.—NATUONET CENTRAL—CON.	15.—NEW ENGLAND —CON.	16.—NEW YORK, NEW HAVEN & HART- FORD—CON.	17.—UNION FREIGHT—CON.
SURPLUS.				
Surplus June 30, 1897,	—	\$234,996 40d	\$6,673,482 95	\$48,651 00
for the year,	\$720 00d	101,854 56d	109,832 21	849 61d
Additions during the year,	—	—	4,445,768 38	—
Deductions during the year,	—	794 90	108,708 45	—
TOTAL SURPLUS JUNE 30, 1898,	720 00d	337,645 86d	11,120,360 09	48,801 39
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	8,750	7,166,589	41,464,748	—
average length of journey,	7.600 miles.	11.968 miles.	18.390 miles.	—
Total passenger mileage,	66,052	85,772,406	759,632,395	—
Average fare per mile on local tickets,	4.400 cents.	1.840 cents.	2.000 cents.	—
on commutation tickets,	—	1.284 "	—	—
on mileage tickets,	—	2.000 "	2.000 cents.	—
on season tickets,	—	.675 "	.590 "	—
on joint tickets,	—	2.484 "	2.080 "	—
Passengers carried to Boston,	—	1,292,373	6,740,435	—
from Boston,	—	1,298,475	6,868,891	—
Tons of freight hauled,	—	3,389,325	11,042,006	220,397
average length of haul,	—	92.060 miles.	81.470 miles.	1.375 miles.
Total freight mileage,	—	312,017,432	899,636,294	803,046
Average rate per ton mile, local way-bill,	—	2.401 cents.	2.630 cents.	19.749 cents.
joint way-bill,	—	.785 "	1.180 "	—

Miles run by passenger trains,	6,001	1,835,128	10,938,182	-
by freight trains,	-	1,422,118	4,846,466	18,517
by mixed trains,	-	7,408	169,992	-
<i>Total mileage of trains earning revenue,</i>	6,001	3,264,654	15,948,680	18,517
Miles run by switching trains,	-	945,390	8,594,260	-
by construction and other trains,	-	552,164	285,293	-
<i>Total train mileage,</i>	6,001	4,762,208	19,828,183	18,517
EQUIPMENT.				
Number of locomotives,	2	191	719	4
of passenger and combination cars,	3	231	1,231	-
of dining, parlor and sleeping cars,	-	5	111	-
of baggage, express and mail cars,	1	27	219	-
of freight cars (basis 8 wheels),	3	3,157	10,498	-
of officers' and pay cars,	-	2	11	-
of gravel and other cars,	1	87	422	-
MISCELLANEOUS.				
Whole number of stockholders,	5	692 ¹	8,135	3
number in Massachusetts,	5	464 ²	8,079	3
Amount of stock held in Massachusetts,	\$18,000 00	\$3,767,200 00 ³	\$14,572,800 00	\$300,000 00
Total miles of road operated,	8,500	527,760	1,464,210	2,431
operated in Massachusetts,	8,500	150,280	738,980	2,431
Highway grade crossings* in Massachusetts,	4	155	739	-
Railroad grade crossings* in Massachusetts,	-	4	10	-
Average number of employees,	14	4,118	20,954	87
DEFICIT.				
				d Deficit.
				¹ Common, 305; preferred, 387.
				² Common, \$707,000; preferred, \$3,060,200.

* Including those on leased lines.

³ Common, 170; preferred, 294.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	18.—ATTLEBOROUGH BRANCH. 1	19.—BREMSEHUR. 1	20.—BOSTON & LOWELL. 2	21.—BOSTON & PROVIDENCE. 1	22.—CAPITAL MASSACHUSETTS. 3
ASSETS.					
Construction,	\$181,416 48	\$600,000 00	\$11,754,325 56	\$5,046,088 80	\$9,521,592 83
Equipment,	—	—	833,583 94	871,284 85	—
Other permanent property,	—	3,970 00	3,279,055 50	419,708 86	—
Cash and current assets,	690 66	10,990 73	785,834 13	158,805 26	12,574 82
GROSS ASSETS,	132,107 14	614,960 73	16,652,799 13	6,495,831 27	9,594,167 15
LIABILITIES.					
Capital stock,	\$181,700 00	600,000 00	\$6,529,490 00	\$4,000,000 00	\$7,421,592 83 ^b
Funded debt,	—	—	8,324,900 00	2,170,000 00	2,100,000 00
Current and accrued liabilities,	—	691 50	362,480 02	246,835 00	—
Sinking and other special funds,	—	—	12,855 20	—	1,673 72
GROSS LIABILITIES,	131,700 00	600,691 50	15,229,635 22	6,416,835 00	9,523,266 05
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$9,219 00	\$36,646 00	\$876,216 00	\$490,200 00	\$177,147 87
Total expenses,	—	469 48	7,000 00	6,118 11	1,500 00
Interest on funded and other debts,	—	—	346,864 00	86,800 00	119,088 32
Net divisible income,	9,219 00	36,176 52	522,352 00	398,286 89	56,559 55
Amount of dividends declared,	9,219 00	36,000 00	522,352 00	400,000 00	59,146 50
Percentage of dividends declared,	7.0	6.0	8.0	10.0	1.5 ^c
Surplus for the year,	—	176 52	—	1,718 11 ^d	2,586 96 ^d
Total surplus, June 30, 1898,	407 14	14,269 23	1,423,163 91	78,996 27	10,901 10

* Leased to and operated by New York, New Haven & Hartford, New York, Boston & Maine.

* On preferred stock.

^b Common, \$3,471,100; preferred, \$3,950,492.33.^c Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	22.—CHATHAM. 1	24.—CHESTER & BRIGHT. 2	25.—CONNECTICUT RIVER. 3	26.—DANVERS.†	27.—HOLTON & WESTFIELD. 1
ASSETS.					
Construction,	\$99,435 53	\$136,698 48	\$3,283,314 63	\$239,678 15	\$462,268 89
Equipment,	—	—	455,977 66	—	—
Other permanent property,	2,055 55	—	641,663 00	—	—
Cash and current assets,	1,890 99	408 47	507,890 62	—	13,155 71
GROSS ASSETS,	103,082 12	137,046 95	4,888,845 91	239,678 15	475,424 60
LIABILITIES.					
Capital stock,	\$68,200 00	\$50,000 00	\$2,580,000 00	\$67,500 00	\$260,000 00
Funded debt,	26,800 00	60,000 00	2,390,000 00	125,000 00	200,000 00
Current and accrued liabilities,	258 00	39,199 93	311,154 44	25,000 00	—
Sinking and other special funds,	—	—	380 76	—	—
GROSS LIABILITIES,	94,358 00	139,199 93	5,181,535 20	217,500 00	460,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$2,967 68	—	\$351,600 00	—	\$35,335 87
Total expenses,	423 00*	—	2,000 00	—	9,465 86*
Interest on funded and other debts,	1,549 33	\$2,152 98	91,600 00	—	11,655 58
Net divisible income,	995 35	2,152 98d	258,000 00	—	14,214 43
Amount of dividends declared,	—	—	258,000 00	—	13,000 00
Percentage of dividends declared,	—	—	10.0	—	5.0
Surplus for the year,	995 35	2,152 98d	—	—	1,214 43
Total surplus, June 30, 1898,	8,324 12	2,152 98d	292,689 29d	\$22,178 15	15,424 60*

* Leased to and operated by New York, New Haven & Hartford, Boston & Albany, Boston & Maine.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

* Including \$164.65 for taxes.

* Including \$8,000 for payment to sinking fund, and \$978.62 for taxes.

* Crediting \$63,438.41 for sinking fund, and debiting \$60,000 for reduction of construction account.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	28.—HORN FORD BRANCH. 1	29.—LOWELL & ANDOVER. 1	30.—MILFORD, FRANKLIN & PROV- DENCE. 2	31.—MILFORD & WOODBOROCH. 2	32.—NANTUCKET BEACH (TRUSTEES). 3
ASSETS.					
Construction,	\$15,288 46	\$767,050 24	\$101,308 23	\$173,881 13	\$250,000 00
Cash and current assets,	—	6,253 83	670 48	888 48	—
Gross Assets,	15,288 46	773,304 07	101,978 71	174,269 61	250,000 00
LIABILITIES.					
Capital stock,	\$2,000 00	\$625,000 00	\$100,000 00	\$148,600 00	—
Funded debt,	—	—	10,000 00	60,000 00	\$250,000 00
Gross Liabilities,	2,000 00	625,000 00	110,000 00	208,600 00	250,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	— ^d	\$52,560 40	\$2,250 00	\$4,200 00	6,250 00
Total expenses,	—	178 70 ^e	—	114 94	—
Interest on funded and other debts, <i>Net divisible income.</i>	—	—	600 00	3,000 00	6,250 00
Amount of dividends declared,	—	52,881 70	1,650 00	1,085 06	—
Percentage of dividends declared,	—	50,000 00	1,000 00	3,715 00	—
<i>Surplus for the year,</i>	—	8.0	1.0	2.5	—
Total surplus, June 30, 1898,	\$13,288 46	2,881 70	650 00	2,629 94 ^d	—
		148,304 07	8,021 29 ^d	34,380 89 ^d	—

* Leased to and operated by † Boston & Maine, ‡ New England, § New York, New Haven & Hartford.

† Used only for the transportation of ice; no income reported.

* Including \$12.70 for taxes.

^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	22.—NARUVA, ACTON & BOSTON. 1	24.—NARUVA & LOWELL. 1	25.—NEWBURY- PORT.†	26.—NEW HAVEN & NORTAMPTON. 2	27.—NEW LONDON & NORTHERN. 3
ASSETS.					
Construction,	\$1,057,081 20	\$684,242 07	\$597,386 32	\$5,731,586 62	\$3,011,075 39
Equipment,	—	218,242 95	—	850,430 62	248,420 44
Other permanent property,	—	100,000 00	—	21,000 00	155,000 00
Cash and current assets,	6,257 41	55,465 38	—	286,654 04	88,820 14
GROSS ASSETS,	1,063,288 61	1,057,950 35	597,386 32	6,889,671 28	3,498,315 97
LIABILITIES.					
Capital stock,	\$500,000 00	\$800,000 00	\$220,340 02	\$2,460,000 00	\$1,500,000 00
Funded debt,	500,000 00	100,000 00	300,000 00	3,900,000 00	1,500,000 00
Current and accrued liabilities,	709,982 90	1,458 00	—	—	1,865 09
Sinking and other special funds,	—	—	—	285,000 00	—
GROSS LIABILITIES,	1,709,982 90	901,458 00	520,340 02	6,645,000 00	3,001,865 09
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	—	\$85,882 57	—	\$382,799 68	\$211,937 77
Total expenses,	—	1,745 69	—	16,785 00*	5,981 33
Interest on funded and other debts,	—	5,000 00	—	233,000 00	68,120 00
Taxes, rentals, etc.,	—	—	—	35,339 63*	—
<i>Net distributable income,</i>	—	79,186 88	—	98,725 00	137,836 44
Amount of dividends declared,	—	72,000 00	—	98,400 00	135,000 00
Percentage of dividends declared,	—	9.0	—	4.0	9.0
<i>Surplus for the year,</i>	—	7,186 88	—	325 00	2,836 44
Total surplus, June 30, 1898,	\$646,694 29d	156,492 35	\$77,046 30	244,671 28	496,450 88

* Leased to and operated by † Boston & Maine, ‡ New York, New Haven & Hartford, § Central Vermont.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

* Including \$15,000 for payment to sinking fund. § Rental paid Holyoke & Westfield.

d Deficit.

RAILROAD CORPORATIONS.

[Jan.]

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	28. — NORTH BROOKFIELD. 1	29. — NORWICH & WORCESTER. 2	40. — OLD COLONY. 3	41. — PITTSFIELD & NORTH ADAMS. 1	42. — PITSMOUTH & MIDDLEBOROUGH. 3
ASSETS.					
Construction,	\$100,000 00	\$3,210,986 42	\$27,394,553 60	\$438,752 57	\$305,000 00
Equipment,	-	179,760 67	3,161,518 83	11,247 43	-
Other permanent property,	-	512,892 08	1,618,196 72	-	-
Cash and current assets,	543 40	378,569 36	499,063 38	-	-
Other assets and property,	-	450,869 65	3,106,587 02	-	-
GROSS ASSETS,	100,543 40	4,788,068 17	35,774,919 55	450,000 00	305,000 00
LIABILITIES.					
Capital stock,	\$100,000 00	\$2,775,800 00 ^a	\$16,617,625 00 ^b	\$450,000 00	\$80,000 00
Funded debt,	-	955,000 00	15,442,200 00	-	225,000 00
Current and accrued liabilities,	-	65,123 87	1,186,435 64	-	-
GROSS LIABILITIES,	100,000 00	3,795,923 87	33,245,260 64	450,000 00	305,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$3,111 03	\$256,546 66	\$1,825,367 48	\$22,500 00	-
Total expenses,	3 75	1,148 50	10,010 32	-	-
Interest on funded and other debts,	-	32,600 00	654,434 16	-	-
Taxes,	248 59	-	-	-	-
Net divisible income,	2,858 69	222,798 16	1,160,873 00	22,500 00	-
Amount of dividends declared,	2,600 00	221,536 00	1,160,873 00	22,500 00	-
Percentage of dividends declared,	2.5	8.0 ^c	7.0	5.0	-
Surplus for the year,	368 69	1,262 16	-	-	-
Total surplus, June 30, 1898,	543 40	987,144 30 ^d	2,529,658 91 ^e	-	-

* Leased to and operated by ¹ Boston & Albany, ² New England, ³ New York, New Haven & Hartford.^a Common, \$6,800; preferred, \$2,769,200.^b On 27,392 shares of capital stock.^c Crediting \$31,838.12, and debiting \$15,149.23.^d Including "common stock liability" of \$8,725.^e Debiting \$5,947.41, and crediting \$1,763,499.92 for premium on stock and bonds.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	43.—PROVIDENCE & SPRINGFIELD. 1	44.—PROVIDENCE, WESTER & SPRINGFIELD. 2	45.—PROVIDENCE & WORCESTER. 3	46.—RHODE ISLAND & MASSACHUSETTS. 1	47.—STOCKBRIDGE & PITTSFIELD. 3
ASSETS.					
Construction,	\$1,267,450 00	\$243,361 12	\$4,276,250 00	\$112,321 13	\$448,700 00
Equipment,	—	—	828,887 40	—	2,550 00
Other permanent property,	—	—	111,587 42	2,518 50	7,470 29
Cash and current assets,	—	5,365 18	5,216,724 82	114,839 63	458,720 29
GROSS ASSETS,	1,267,450 00	248,726 30			
LIABILITIES.					
Capital stock,	\$517,450 00	\$160,000 00	\$3,500,000 00	\$100,000 00	\$448,700 00
Funded debt,	750,000 00	—	1,500,000 00	—	—
Current and accrued liabilities,	—	81,231 10	—	—	102 00
GROSS LIABILITIES,	1,267,450 00	241,231 10	5,000,000 00	100,000 00	448,802 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$58,198 00	\$7,192 02	\$432,543 03	\$10,000 00	\$27,376 00
Total expenses,	—	240 54	5,741 94	—	371 96
Interest on funded and other debts,	37,500 00	4,716 00	75,000 00	—	—
Taxes,	—	367 06	—	—	—
Net divisible income,	20,698 00	1,868 42	351,801 09	10,000 00	27,004 04
Amount of dividends declared,	20,698 00	—	350,000 00	10,000 00	26,923 00
Percentage of dividends declared,	4.0	—	10.0	10.0	6.0
Surplus for the year,	—	1,868 42	1,801 09	—	82 04
Total surplus, June 30, 1898,	—	7,495 20	216,724 82	14,839 63	9,918 29

* Leased to and operated by ¹New England, ²Boston & Albany, ³New York, New Haven & Hartford.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

LEASED RAILROADS.*	48. — STONY BROOK. 1	49. — VERMONT & MASSACHUSETTS. 2	50. — WAVERLY RIVER. 3	51. — WEST STOCKBRIDGE. 4	52. — WORCESTER, NASHUA & ROCHESTER. 1
ASSETS.					
Construction,	\$276,601 19	\$5,811,988 72	\$1,115,163 82	\$39,600 00	\$4,138,584 99
Equipment,	—	301,233 64	—	—	415,936 08
Other permanent property,	21,492 88	48,720 46	—	—	—
Cash and current assets,	2,285 98	15,160 08	—	454 41	52,058 83
GROSS ASSETS,	300,379 55	6,137,052 85	1,115,163 82	40,054 41	4,606,979 85
LIABILITIES.					
Capital stock,	\$300,000 00	\$3,193,000 00	\$750,000 00	\$39,600 00	\$3,099,800 00
Funded debt,	—	1,000,000 00	—	—	1,776,000 00
Current and accrued liabilities,	—	1,771,572 88	365,163 82	—	157,480 00
GROSS LIABILITIES,	300,000 00	5,964,572 88	1,115,163 82	39,600 00	5,038,280 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$21,500 00	\$194,580 00	\$52,500 00	\$1,800 00	\$250,000 00
Total expenses,	409 08	3,000 00	—	—	1,818 26
Interest on funded and other debts,	—	—	—	—	75,418 76
Net divisible income,	21,090 92	191,580 00	52,500 00	1,800 00	172,767 98
Amount of dividends declared,	21,000 00	191,580 00	52,500 00	1,800 00	160,881 00
Percentage of dividends declared,	7.0	6.0	7.0	4.5+	5.25*
Surplus for the year,	90 92	—	—	—	11,886 98
Total surplus, June 30, 1898,	379 55	172,479 97	—	454 41	427,900 15d

* Leased to and operated by Boston & Maine, * Fitchburg, * Boston & Albany, * New York, New Haven & Hartford.

* On 30,644 shares of capital stock.

d Deficit.

COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM

Returns of Railroad Corporations.

COST AND CAPITAL INVESTMENT PER MILE OF ROAD OWNED.

RAILROADS.	53. — Construc- tion.	54. — Equip- ment.	55. — Lands and Other Perma- nent Property.*	56. — Total Cost per Mile.	57. — Capital Stock.	58. — Net Debt.	59. — Capital Investment per Mile.
Boston & Albany,	\$86,074	\$12,846	\$4,769	\$103,189	\$31,820	\$22,754	\$104,574
Boston & Lowell,	105,184	7,459	—	112,643	58,429	70,822	129,261
Boston & Maine,	87,416	12,384	8,367	108,157	59,147	62,127	121,274
Boston & Providence,	82,466	14,238	1,343	98,047	65,370	36,902	102,272
Central Massachusetts,	96,402	—	—	96,402	75,140	21,151	96,291
Connecticut River,	41,118	5,710	491	47,320	32,311	26,220	58,531
Fitchburg,	100,711	10,483	4,459	115,653	61,837	60,767	122,604
New England,	103,334	6,687	—	110,021	69,177	45,676	114,858
New Haven & Northampton,	45,377	6,733	—	52,110	19,476	80,863	50,339
New London Northern,	24,885	2,053	41	26,979	12,897	11,719	24,116
New York, New Haven & Hartford,	127,480	12,651	—	140,131	114,522	67,568	182,090
Norwich & Worcester,	48,534	2,717	195	51,446	41,956	9,697	51,653
Old Colony,	53,985	6,230	146	60,361	32,747	31,734	64,531
Providence & Worcester,	89,275	17,305	—	106,580	73,069	28,986	102,065
Vermont & Massachusetts,	98,842	4,443	829	104,114	54,303	46,878	101,181
Worcester, Nashua & Rochester,	49,804	4,396	—	48,200	32,809	19,918	52,722
Averages,	\$84,418	\$8,778	\$1,455	\$94,661	\$61,343	\$48,770	\$105,113

* Not including stocks and bonds of other companies.

COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK OWNED.

RAILROADS.	60. — Construc- tion.	61. — Equip- ment.	62. — Lands and Other Perma- nent Property.*	63. — Total Cost per Mile.	64. — Capital Stock.	65. — Net Debt.	66. — Capital Investment per Mile.
Boston & Albany,	\$47,231	\$6,775	\$2,616	\$56,622	\$44,896	\$12,486	\$57,832
Boston & Lowell,	76,496	5,425	—	81,921	42,493	51,606	98,999
Boston & Maine,	61,995	8,783	2,880	73,158	41,946	44,061	86,007
Boston & Providence,	37,578	6,454	609	44,441	29,630	16,726	46,356
Central Massachusetts,	96,402	—	—	96,402	75,140	21,151	96,291
Connecticut River,	28,147	3,909	386	32,392	22,118	17,948	40,066
Fitchburg,	78,746	8,197	3,487	90,430	48,351	47,514	95,865
New England,	78,098	5,054	—	83,152	52,283	34,521	86,804
New Haven & Northampton,	45,377	6,733	—	52,110	19,476	30,863	50,339
New London Northern,	24,885	2,053	41	26,979	12,397	11,719	24,116
New York, New Haven & Hartford,	69,562	6,883	—	76,245	62,311	36,764	99,075
Norwich & Worcester,	48,534	2,717	195	51,446	41,956	9,697	51,653
Old Colony,	40,787	4,707	110	45,604	24,742	24,013	48,755
Providence & Worcester,	43,555	8,443	—	51,998	35,649	14,142	49,791
Vermont & Massachusetts,	50,627	2,276	424	53,327	27,314	24,011	51,825
Worcester, Nashua & Rochester,	36,751	3,688	—	40,439	27,527	16,707	44,234
Averages,	\$58,594	\$6,093	\$1,017	\$65,704	\$42,579	\$30,380	\$72,959

* Not including stocks and bonds of other companies.

COMPARISON OF RETURNS FOR THE YEARS 1897 AND 1898.

MILEAGE, ASSETS, ETC.	1897.	1898.	Increase.	Decrease.
Description of Road Owned.	Miles.	Miles.	Miles.	Miles.
Length of road and branches,	3,516.320	3,512.210	95.890	-
in Massachusetts,	2,101.880	2,107.680	5.770	-
Length of second track,*	1,450.347	1,450.887	9.540	-
in Massachusetts,	920.907	923.167	2.260	-
Length of side track,	1,987.127	2,067.597	70.470	-
in Massachusetts,	1,271.667	1,306.717	34.050	-
Total length as single track,	6,958.794	7,120.094	175.900	-
in Massachusetts,	4,294.434	4,336.514	42.080	-
Assets.				
Construction,	\$276,587,735 53	\$284,317,336 34	\$7,730,100 81	-
Equipment,	23,532,620 01	23,867,942 63	305,322 62	-
Lands,	2,749,317 11	2,893,572 63	114,255 52	-
Stocks in other companies,	27,768,877 96	27,530,441 14	-	\$237,936 82
Bonds of other companies,	5,525,998 28	5,594,548 28	-	3,131,450 00
Other permanent property,	2,007,528 89	2,035,526 46	27,998 07	-
<i>Total permanent investments,</i>	<i>346,201,477 28</i>	<i>351,009,767 48</i>	<i>4,808,290 20</i>	-
Cash on hand,	5,749,174 40	4,850,546 75	-	892,628 65
Bills receivable,	1,577,265 57	1,576,132 24	-	1,133 83
Other current assets,	13,800,667 32	13,483,160 05	182,492 78	-
<i>Total cash and current assets,</i>	<i>20,627,107 29</i>	<i>19,915,838 04</i>	-	<i>711,269 25</i>
Materials and supplies,	5,427,504 12	5,603,637 16	176,133 04	-
All other assets,	13,183,729 63	13,792,021 13	609,191 50	-
<i>Total miscellaneous assets,</i>	<i>18,611,233 75</i>	<i>19,396,558 29</i>	<i>785,324 54</i>	-
<i>Gross Assets,</i>	<i>\$385,439,818 82</i>	<i>\$390,322,163 81</i>	<i>\$4,882,345 49</i>	-
Profit and loss balance (deficit),	1,653,938 85	1,749,564 25	96,615 40	-
<i>Total as per balance sheet,</i>	<i>\$387,093,757 17</i>	<i>\$392,071,718 06</i>	<i>\$4,977,960 89</i>	-
Liabilities.				
Capital stock, common,	\$173,442,160 02	\$173,537,015 02	\$94,855 00	-
preferred,	32,229,492 33	32,229,492 33	-	-
<i>Total capital stock,</i>	<i>205,671,652 35</i>	<i>205,766,507 35</i>	<i>94,855 00</i>	-
Funded debt,	135,816,880 21	140,554,406 91	4,738,026 70	-
Real estate mortgages,	1,761,300 00	1,261,300 00	-	\$500,000 00
Current liabilities,	20,675,811 45	16,762,983 04	-	3,912,328 41
Accrued liabilities,	3,429,098 23	3,334,328 91	-	94,769 32
<i>Total indebtedness,</i>	<i>161,682,089 89</i>	<i>161,918,018 86</i>	<i>230,928 97</i>	-
<i>Gross Liabilities,†</i>	<i>\$367,358,742 24</i>	<i>\$367,679,526 21</i>	<i>\$325,783 97</i>	-
Profit and loss balance (surplus),	19,740,014 93	24,392,191 85	4,652,176 92	-
<i>Total as per balance sheet,</i>	<i>\$387,093,757 17</i>	<i>\$392,071,718 06</i>	<i>\$4,977,960 89</i>	-
Income.				
From passengers,	\$30,088,123 45	\$29,805,757 82	-	\$282,365 63
mails,	1,285,006 49	1,382,934 00	\$97,927 51	-
express,	2,164,705 48	2,246,831 86	81,526 38	-
extra baggage and storage,	375,846 27	394,115 73	18,269 46	-
other passenger service,	833,946 60	850,018 03	16,071 34	-
<i>Total passenger revenue,</i>	<i>34,748,628 38</i>	<i>34,680,067 44</i>	-	<i>65,570 94</i>
From freight,	35,186,981 07	36,911,662 15	1,724,681 08	-
other freight service,	1,327,732 87	1,333,321 83	-	34,410 49
<i>Total freight revenue,</i>	<i>36,514,713 44</i>	<i>38,204,984 03</i>	<i>1,690,270 59</i>	-
Other earnings from operation,	674,430 91	714,492 94	40,062 03	-
<i>Total earnings from operation,</i>	<i>71,984,772 73</i>	<i>73,599,584 41</i>	<i>1,664,761 68</i>	-
Rentals from lease of road,	5,837,459 60	5,865,356 07	28,796 47	-
Income from other sources,	1,314,043 28	1,340,616 67	26,573 39	-
<i>Gross Income,</i>	<i>\$79,066,275 61</i>	<i>\$80,806,407 15</i>	<i>\$1,720,131 54</i>	-

* Including third and fourth main track. † Exclusive of sinking and other special funds.

COMPARISON OF RETURNS, ETC. — Concluded.

EXPENDITURES, ETC.	1897.	1898.	Increase.	Decrease.
Expenditures.				
Operating expenses, . . .	\$40,413,299 26	\$50,890,883 11	\$1,477,583 85	-
Interest on debt and loans, . .	6,656,958 14	6,898,333 62	-	\$258,634 52
Taxes,	3,910,536 66	4,014,266 61	103,729 85	-
Rentals paid,	7,496,236 71	7,523,913 93	27,677 22	-
Other charges on income, . .	141,397 55	155,133 06	13,735 51	-
Total charges on income, . .	18,205,129 06	18,091,697 12	-	113,431 94
Dividends paid,	11,522,908 00	11,599,462 50	76,464 50	-
Gross Expenditures, . . .	\$79,141,426 32	\$80,582,042 73	\$1,440,616 41	-
Condensed Exhibit for the Year.				
Gross earnings from operation, .	\$71,934,772 73	\$73,599,534 41	\$1,664,761 68	-
Operating expenses,	40,413,299 26	50,890,883 11	1,477,583 85	-
Net earnings from operation, .	22,521,473 47	22,708,651 30	187,177 83	-
Income from all other sources, .	7,151,502 88	7,206,372 74	55,399 86	-
Total income above operating expenses,	29,672,976 35	29,915,024 04	242,547 69	-
Interest, taxes and other charges, .	18,205,129 06	18,091,697 12	-	\$113,431 94
Net divisible income,	11,467,847 29	11,823,326 92	355,979 63	-
Amount of dividends declared, .	11,522,908 00	11,599,462 50	76,464 50	-
Surplus for the year, . . .	\$55,150 71d	\$324,364 42	\$279,515 13	-
Percentage of dividend earned, .	5.58	5.75	0.17	-
of dividend declared,	5.60	5.64	0.04	-
Volume of Traffic.				
Miles run by passenger trains, .	26,236,109	27,046,501	810,392	-
by freight trains,	17,452,890	17,721,128	268,238	-
by mixed trains,	219,234	206,845	-	13,899
Total revenue-train mileage, .	43,908,233	44,972,974	1,064,741	-
Miles run by other trains, . . .	11,614,950	11,461,493	-	153,457
Total train mileage,	55,523,183	56,434,467	911,284	-
Total passengers carried, . . .	102,743,890	101,940,722	-	803,168
passenger mileage,	1,674,175,174	1,678,640,940	4,465,766	-
Total tons of freight hauled, . .	33,276,416	35,338,724	2,062,308	-
freight mileage,	2,821,770,240	3,022,770,499	141,000,259	-
Equipment, etc.				
Locomotives,	2,069	2,072	3	-
Passenger cars,	3,192	3,174	-	18
Baggage and mail cars,	569	577	8	-
Freight cars (basis 8 wheels), .	37,036	35,491	-	1,545
All other cars,	1,920	1,894	-	26
Stock held in Massachusetts, .	\$116,355,045 00	\$122,411,900 00	\$6,056,855 00	-
Total number of stockholders, .	48,594	48,513	-	81
in Massachusetts,	35,554	35,411	-	143
Average number of employees, .	50,934	51,602	678	-
Total miles of road operated, .	4,723,390	4,726,650	3,260	-
in Massachusetts,	2,116,600	2,111,470	-	5,130
Highway crossings at grade,* . .	2,104	2,070	-	34
protected,	1,146	1,136	-	10
unprotected,	958	934	-	24
Railroad crossings at grade,* . .	32	32	-	-

* In Massachusetts.

d Deficit.

SUMMARY OF RETURNS FOR THE YEARS 1892 TO 1898, INCLUSIVE.

MILEAGE, ASSETS, LIABILITIES, ETC.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
Railroad Mileage.							
Miles of main and branch line in Massachusetts,	2,094,907	2,119,467	2,118,007	2,114,384	2,113,310	2,101,860	2,107,680
of second track, *	883,877	869,547	866,117	904,190	906,997	920,907	922,167
of side track, *	1,115,073	1,182,286	1,165,981	1,209,886	1,297,747	1,271,667	1,305,717
Total track in Massachusetts,	4,093,857	4,151,300	4,210,105	4,228,460	4,258,054	4,294,434	4,338,514
Assets.							
Cost of construction,	\$232,048,727 29	\$249,811,237 69	\$259,413,497 10	\$269,598,901 25	\$276,645,424 61	\$270,687,735 53	\$284,317,836 34
of equipment,	38,569,194 80	29,873,708 96	33,093,580 90	32,127,764 04	32,065,611 14	28,692,520 01	28,967,842 63
Total permanent property,	18,262,178 00	24,831,130 36	30,911,773 30	29,634,816 20	42,287,749 49	41,061,221 74	37,824,088 61
Total permanent investments,	378,860,100 09	804,616,093 01	323,432,851 80	331,249,181 49	349,898,785 21	346,201,477 28	351,009,767 48
Cash and current assets,	18,973,714 78	19,107,688 06	30,190,473 23	20,509,318 89	20,247,238 70	20,637,107 29	19,915,888 04
Miscellaneous assets,	9,770,662 48	11,001,162 00	10,748,992 80	6,881,257 43	10,366,812 71	18,611,233 75	19,398,668 29
Gross Assets,	307,634,877 35	334,724,546 07	353,362,317 33	340,639,657 80	380,502,834 62	385,439,818 32	390,322,163 81
Liabilities.							
Capital stock,	\$174,513,552 35	\$186,440,422 62	\$191,892,697 35	\$193,506,847 35	\$206,105,877 35	\$205,671,652 35	\$205,706,507 35
Funded debt,	100,108,796 52	108,486,211 38	124,646,016 25	128,991,352 97	132,292,880 21	133,816,380 21	140,554,406 91
Real estate mortgages,	—	—	—	962,100 00	867,300 00	1,761,300 00	1,261,300 00
Current and accrued liabilities	20,535,527 06	25,642,397 82	23,622,230 15	23,289,319 70	25,454,052 62	24,104,409 68	20,097,311 95
Total indebtedness,	120,644,323 58	134,110,509 20	150,168,246 40	153,282,672 76	158,617,733 53	161,683,089 89	161,918,018 86
Gross Liabilities,†	295,167,875 93	320,551,931 82	342,060,943 75	346,739,520 11	383,628,710 18	367,353,743 24	367,679,626 21
Surplus,	12,476,501 42	14,173,613 25	11,301,373 58	13,900,137 69	16,876,124 44	18,086,076 08	22,642,537 60
Net debt,	\$101,670,608 80	\$115,008,921 14	\$123,977,773 17	\$132,723,453 87	\$133,270,496 13	\$141,654,983 60	\$141,997,180 52
General Exhibit for the Year.							
Total earnings from operation,	\$64,143,286 66	\$70,935,929 70	\$64,128,423 03	\$68,154,006 05	\$74,886,479 92	\$71,934,773 73	\$73,599,534 41
Operating expenses,	44,660,012 00	49,608,068 20	44,464,305 44	46,446,304 25	52,362,331 63	49,413,299 26	50,890,883 11
Net earnings from operation,	19,483,274 66	21,327,861 50	19,663,617 59	21,708,601 80	22,524,068 29	22,521,473 47	22,708,651 30
Rentals from lease of road,	3,500,334 94	3,538,266 06	6,533,773 81	6,583,961 94	6,725,068 55	6,837,459 60	6,866,266 07
Income from all other sources,	1,396,843 12	1,917,637 49	769,043 61	848,837 88	1,431,948 03	1,314,043 28	1,340,616 67
Total income above operating expenses,	24,380,452 72	26,857,970 08	26,957,085 01	28,141,401 60	29,881,039 87	29,673,976 35	29,915,624 04
Interest on debt and loans,	6,929,697 05	6,370,341 33	6,317,278 85	6,423,858 80	6,889,381 22	6,664,968 14	6,398,333 62
Taxes,	3,045,598 96	3,270,435 05	3,500,182 18	3,657,820 74	3,883,390 79	3,910,538 66	4,014,266 61
Rentals paid,	6,123,039 92	6,468,301 29	8,500,162 18	7,723,569 81	7,445,441 30	7,084,238 71	7,623,913 98
Other charges upon income,	84,085 99	117,540 23	6,715,201 09	6,723,569 81	7,445,441 30	7,084,238 71	7,623,913 98
Total charges upon income,	14,182,421 92	14,877,467 89	16,576,065 99	16,816,383 02	18,255,293 47	18,203,129 06	18,091,697 12
Net distribable income,	10,198,030 80	12,000,502 19	9,380,999 02	11,326,018 58	11,625,746 40	11,467,847 29	11,823,826 92

Amount of dividends declared,	9,629,574 98	10,832,400 30	11,204,030 20	11,264,664 80	11,260,068 76	11,622,998 00	11,699,463 60
Gross income from all sources,	66,040,464 72	76,801,638 28	76,421,840 45	74,687,706 88	82,243,421 60	79,066,275 61	80,806,407 16
Gross expenditures,	68,402,008 90	76,163,831 39	75,246,401 63	74,686,262 07	81,878,668 88	79,141,426 32	80,582,042 78
Surplus for the year,	688,456 82	1,238,101 99	d 1,623,661 18	d 38,646 22	364,762 66	d 66,160 71	224,364 42
Percentage of dividends earned,	5.83	6.47	4.99	6.86	5.67	5.18	5.76
of dividends declared,	5.46	5.81	5.84	5.87	5.49	5.00	5.64
Stock held in Massachusetts,	\$107,969,506 33	\$108,990,726 33	\$109,601,699 33	\$110,466,143 33	\$117,842,400 00	\$116,835,045 00	\$122,411,900 00
Total number of stockholders,	45,077	45,208	47,664	46,268	47,651	48,594	48,513
in Massachusetts,	33,144	32,968	34,162	32,946	34,668	36,664	36,411
Volume of Traffic.							
Miles run by passenger trains,	23,548,735	26,041,988	26,118,810	24,302,800	26,892,246	26,236,109	27,046,601
by freight trains,	17,466,067	19,172,618	16,993,385	17,019,851	18,354,625	17,452,890	17,721,128
by mixed trains,	268,967	804,537	294,357	822,272	266,648	219,234	206,245
Total revenue-train mileage,	41,283,749	45,618,438	42,315,592	41,644,923	45,013,419	43,906,233	44,972,974
Miles run by other trains,	10,081,713	11,908,504	10,901,778	10,260,701	12,844,859	11,614,960	11,461,468
Total train mileage,	51,365,462	57,426,942	53,217,280	51,905,624	57,858,278	55,521,193	56,434,467
Passengers carried,	110,915,454	119,779,947	106,434,184	107,866,348	111,629,051	102,745,890	101,940,722
Average length of journey (miles),	14.35	14.66	14.86	16.17	16.89	16.29	16.47
Total passenger mileage,	1,601,796,262	1,744,888,553	1,624,666,781	1,636,197,881	1,773,733,298	1,674,176,174	1,678,640,940
Average fare per mile (cents),	1.83	1.83	1.80	1.78	1.79	1.80	1.78
Passengers to and from Boston,	64,161,869	66,661,541	62,766,601	62,015,921	63,499,065	49,691,215	48,967,467
Tons of freight hauled,	31,131,146	32,995,033	27,378,660	30,868,173	34,605,838	33,276,416	36,338,724
Average length of haul (miles),	72.01	73.68	79.90	88.01	83.18	84.80	85.64
Total freight mileage,	2,241,776,968	2,431,061,708	2,187,604,182	2,661,698,981	2,878,369,621	2,821,770,240	3,022,770,499
Average rate per ton mile (cents),	1.36	1.39	1.33	1.23	1.28	1.26	1.22
Equipment.							
Number of employees,	44,784	48,831	48,727	46,538	52,127	50,924	51,602
of locomotives,	1,779	1,936	1,966	1,962	2,062	2,069	2,072
of passenger cars,	2,838	5,098	3,166	5,189	3,217	3,122	3,174
of baggage, express and mail cars,	1,660	518	521	517	609	669	677
of freight cars (less 8 wheels),	35,583	36,968	36,476	37,116	39,323	37,086	36,491
of all other cars,	2,086	2,542	1,468	1,619	1,928	1,920	1,864

* Including third and fourth main track.

† Exclusive of sinking and other special funds.

‡ Deficit.

TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1898.

CONTENTS OF TABLES.

STREET RAILWAY COMPANIES.

TABULATED STATEMENTS.

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PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway,	15	300
Additions to equipment,	16	300
Additions to lands and buildings,	17	300
Additions to other permanent property,	18	300
Total additions,	19	300
Deductions,	20	300
Net additions,	21	300

INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1898.

From passengers,	22	304
From mails and merchandise,	23	304
From tolls, rents, advertising, etc.,	24	304

INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1898 — Con. Column Page

Total earnings from operation,	25	304
Rentals from lease of railway,	26	304
Miscellaneous income,	27	304
Gross income,	28	304

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898.

Salaries,	29	308
Office expenses and supplies,	30	308
Legal expenses,	31	308
Insurance,	32	308
Other general expenses,	33	308
Total general expenses,	34	308
Repair of roadbed and track,	35	308
Repair of electric line system,	36	312
Removing snow and ice,	37	312
Repair of buildings,	38	312
Total repairs of roadway and buildings,	39	312
Repair of cars and vehicles,	40	312
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Wages of employees,	46	316
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Other transportation expenses,	50	320
Total transportation expenses,	51	320
Total operating expenses,	52	320
Percentage to earnings from operation,	53	320
Interest on funded debt,	54	320
Interest and discount on loans,	55	320
Taxes,	56	320
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CONDENSED EXHIBIT FOR THE YEAR.

Net earnings from operation,	64	328
All other income,	65	328
Total income above operating expenses,	66	328
Interest, taxes and other charges,	67	328
Net divisible income,	68	328

CONDENSED EXHIBIT FOR THE YEAR—Con.

	Column	Page
Dividends declared,	69	328
Surplus for the year,	70	328
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Deficit, September 30, 1897,	73	332
Credits during the year,	74	332
Debits during the year,	75	332
Surplus, September 30, 1898,	76	332
Deficit, September 30, 1898,	77	332

DESCRIPTION OF RAILWAY.

Main track owned,	78	336
Sidings, switches, etc., owned,	79	336
Total track owned,	80	336
Main track operated,	81	336
Operated by horse power,	82	336
Operated by electric power,	83	336
Operated by horse and electric power,	84	336

DESCRIPTION OF EQUIPMENT.

Box passenger cars,	85	340
Open passenger cars,	86	340
Other cars and vehicles,	87	340
Electric cars,	88	340
Equipped with fenders,	89	340
Horses,	90	340
Electric motors,	91	340

VOLUME OF TRAFFIC.

Total passengers carried,	92	344
Average number per mile of main track operated,	93	344
Round trips run,	94	344
Car miles run,	95	344
Number of employees,	96	344

STOCKHOLDERS.

Total number of stockholders,	97	344
Number in Massachusetts,	98	344

ACCIDENTS.

To passengers,	99	348
To employees,	100	348
To other persons,	101	348
Fatal,	102	348
Not fatal,	103	348
Total,	104	348
Total during preceding year,	105	348

Per mile of main track operated,	.	.	.	.	.	121	362
Per round trip run, . . . . .	.	.	.	.	.	122	362
Per car mile run, . . . . .	.	.	.	.	.	123	362
Per passenger carried, . . . . .	.	.	.	.	.	124	362

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

		ASSETS SEPTEMBER 30, 1893.						
RAILWAY COMPANIES.		1.—Construction.	2.—Equipment.	3.—Lands and Buildings.	4.—Other Permanent Property.	5.—Cash and Current Assets.	6.—Miscellaneous Assets.	7.—Gross Assets.
1	Amherst & Sunderland,	\$27,976 31	\$8,536 23	\$6,540 67	-	\$489 49	\$559 42	\$44,102 12
2	Arlington & Winchester,	82,598 47	11,249 79	5,501 52	-	3,489 60	-	102,827 38
3	Arthol & Orange,	94,523 61	32,308 06	9,196 62	-	6,594 87	750 00	143,373 15
4	Beverly & Danvers,	24,064 94	3,864 34	2,979 22	-	2,661 22	17,982 56	51,542 28
5	Boston & Chelsea,	121,000 00	-	-	-	-	-	121,000 00
6	Boston Elevated, ¹	107,631 30	-	-	-	6,145,020 15	2,165,996 36	8,418,647 81
7	Boston & Revere Electric,	73,815 23	9,919 79	4,901 80	-	-	-	88,636 82
8	Braintree,	103,033 28	28,784 43	14,678 00	-	1,555 62	1,906 61	149,967 94
9	Braintree & Weymouth,	139,349 09	41,357 42	66,413 20	-	9,290 62	2,205 64	258,615 87
10	Bridgewater, Whitman & Rockland,	147,664 28	29,355 08	12,787 88	-	3,790 17	704 00	194,301 41
11	Brocton,	823,923 80	328,100 91	298,740 47	\$66,970 92	39,942 31	21,338 68	1,579,017 09
12	Brocton, Bridgewater & Taunton,	351,640 53	61,966 38	107,172 20	-	17,968 46	3,202 00	541,949 57
13	Brocton & East Bridgewater,	64,571 91	15,263 55	9,577 56	-	4,874 27	-	94,277 29
14	Brocton, Milton & Brockton, ²	65,979 39	-	4,053 25	-	3,467 36	-	73,500 00
15	Commonwealth Avenue (Newton),	155,125 33	90,107 83	80,982 70	1,127 67	9,381 00	2,965 55	339,680 08
16	Conway Electric,	63,682 56	5,889 11	9,179 86	1,500 00	1,350 60	-	81,602 13
17	Cottage City,	64,696 81	10,973 71	4,700 00	-	166 87	112 50	70,649 89
18	Dartmouth & Westport,	167,904 88	68,028 85	-	11,559 56	23,162 58	-	270,653 87
19	Dighton, Somerset & Swansea,	253,429 36	67,764 12	14,319 57	-	22,272 61	3,476 43	361,252 09
20	East Middlesex (Malden, etc.),	344,618 03	102,105 79	58,662 11	222 00	110 25	-	505,618 18
21	East Taunton, ³	-	-	-	-	33,544 00	-	33,544 00
22	East Wareham, Onset Bay & Pt. Ind.,	14,357 15	5,719 74	1,147 01	-	249 46	-	21,473 36
23	Fall River, ⁴	51,810 54	12,374 37	6,425 40	-	2,817 92	277 04	73,705 27
24	Fitchburg & Leominster,	327,000 04	93,938 08	111,871 45	22,347 25	3,043 58	15,138 89	573,339 29
25	Fitchburg & Suburban,	64,580 06	18,089 50	8,325 95	-	420 02	1,348 56	92,754 11

26	Framingham, Southboro' & Marlboro',	136,304 53	21,195 78	11,768 19	-	1,719 12	-	138,023 65
27	Framingham Union,	110,238 11	14,826 78	14,834 12	-	3,674 45	540 67	147,417 20
28	Gardner Electric,	46,434 49	338,382 45	233,817 71	-	641 21	1,209 27	77,945 87
29	Globe (Fall River)	1,622,482 61	85,215 45	75,464 49	-	17,549 12	936 61	2,213,168 40
30	Gloucester,	172,092 61	55,167 84	70,705 87	-	10,607 23	2,031 91	345,411 69
31	Gloucester, Essex & Beverly,	275,478 06	5,000 00	16,000 00	-	7,717 71	4,097 52	413,167 00
32	Gloucester & Rockport,	19,000 00	32,077 56	26,180 42	-	1,800 00	-	41,800 00
33	Greenfield & Turner's Falls,	108,249 92	15,801 35	4,100 21	-	586 43	792 68	217,847 01
34	Hanover,	44,038 15	87,261 25	54,547 00	-	32 62	409 07	64,401 40
35	Haverhill & Amesbury,	517,386 52	15,632 38	5,478 93	-	19,645 61	6,966 75	685,807 13
36	Haverhill, Georgetown & Danvers,	81,459 96	62,311 98	57,887 76	-	4,510 55	500 00	107,581 82
37	Hingham,	236,202 11	164,230 43	204,118 45	8,145 05	8,067 42	999 22	393,613 84
38	Holyoke,	496,470 49	43,029 72	31,163 67	34,000 00	13,943 62	5,510 86	908,273 86
39	Hoosac Valley (North Adams, etc.),	175,568 31	10,322 15	4,100 00	4,612 29	1,766 84	-	256,140 83
40	Hull,	26,693 42	114,220 46	36,549 37	-	116 76	-	41,231 33
41	Interstate Consolidated (of R. L.),	308,070 93	39,154 34	106,260 72	38,621 78	23,718 53	218 41	482,777 70
42	Leominster & Clinton,	174,715 13	674,824 39	666,624 05	2,162 00	6,456 51	3,069 55	368,178 03
43	Lowell, Lawrence & Haverhill,	1,734,842 73	332,720 74	582,693 39	160,439 38	98,764 07	12,866 01	3,189,083 25
44	Lowell & Suburban,	1,256,254 63	1,392,638 11	1,423,594 03	-	40,043 80	48,252 24	2,420,404 18
45	Lynn & Boston,	4,346,715 13	99,242 47	27,415 35	-	144,325 88	139,243 08	7,446,516 23
46	Mansfield & Easton, ¹	99,242 47	1,000 00	800 00	-	226 87	-	100,269 34
47	Mansfield & Norton, ²	27,415 35	32,743 86	40,785 94	-	713 45	-	29,129 80
48	Marlborough,	112,883 76	60,461 20	82,591 22	-	5,025 35	17,156 40	208,595 31
49	Martha's Vineyard,	6,202 20	9,197 70	75,345 05	-	646 20	-	11,748 40
50	Milford, Holliston & Framingham,	265,178 33	4,900 00	36,883 54	-	7,345 20	2,303 93	417,879 88
51	Milford & Hopdale, ³	37,964 13	7,386 52	-	-	4,503 12	-	127,000 00
52	Mt. Tom (Northampton),	58,216 46	29,965 64	9,680 00	-	549 41	-	100,549 41
53	Mystic Valley (Stoneham, etc.),	57,379 60	-	-	-	7,588 79	-	73,764 91
54	Nantasket Electric, ⁴	29,040 31	-	-	-	3,559 75	-	32,600 06
55	Natick & Cohasset,	86,443 05	-	-	-	763 06	-	126,861 74

¹ Organized as a corporation under special charter, but has not commenced the construction of its railway.

² Consolidated with the Globe, April 30, 1898.

³ Consolidated with the Milford, Holliston & Framingham, December 1, 1897.

⁴ Consolidated with the Nantasket Electric, March 1, 1898.

⁵ Not including, for reasons stated in last report of the Board, \$190,784.76, returned in 1897 as "Purchase of railway in 1895, amount due."

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	ASSETS SEPTEMBER 30, 1898 — Concluded.						
		1. — Construc- tion.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Prop- erty.	5. — Cash and Current Assets.	6. — Miscel- laneous Assets.	7. — Gross Assets.
56	Newburyport & Amesbury.	\$332,371 83	\$171,399 65	\$44,744 26	-	\$12,536 17	\$8,808 47	\$569,860 88
57	Newton.	317,279 40	94,017 01	31,509 85	\$7,000 00	178 06	-	449,884 32
58	Newton & Boston.	179,892 38	77,096 18	121,903 04	-	7,562 30	-	386,472 90
59	Newtonville & Watertown.	80,969 83	-	-	-	2,049 85	-	83,019 67
60	Norfolk Central (Dedham, etc.).	108,940 08	22,393 78	27,269 30	16,829 62	16,146 49	20,744 71	212,323 83
61	Norfolk Southern (Dedham, etc.).	122,158 28	-	-	-	341 72	-	122,500 00
62	Norfolk Suburban (Hyde Park, etc.).	203,653 54	59,612 28	13,941 38	-	8,960 44	9,925 40	296,093 04
63	Northampton.	229,750 00	83,696 40	77,918 73	2,010 76	8,038 52	1,634 05	402,948 46
64	North End (Worcester).	100,480 28	61,355 04	13,674 76	-	523 00	-	166,033 08
65	North Woburn.	150,968 31	28,962 55	13,140 64	-	5,563 88	1,549 26	200,174 64
66	Norton & Attleborough.	81,890 77	18,901 67	-	-	1,386 46	-	102,178 90
67	Norton & Taunton.	128,869 84	19,025 00	52,573 50	-	1,168 27	-	201,636 61
68	Palmer & Monson.	65,938 32	6,396 32	6,872 96	-	149 38	701 81	80,068 79
69	People's (West Newbury). ²	97,402 27	26,632 41	4,500 00	-	3,211 39	-	131,746 07
70	Pittsfield Electric.	91,574 58	23,909 80	22,490 71	-	11,124 29	-	149,069 38
71	Plum Island Electric (Newbury, etc.).	40,766 27	13,793 76	9,278 03	-	4,189 30	68 80	68,093 66
72	Plymouth & Kingston.	101,666 73	23,906 96	6,828 64	32,667 40	3,450 07	1,000 00	169,520 79
73	Providence & Taunton.	409,087 60	-	-	-	8,566 22	450 54	418,094 36
74	Quincy & Boston.	406,569 60	96,579 38	165,877 61	-	35,117 63	7,346 27	710,490 49
75	Reading & Lowell.	140,252 75	14,551 32	-	-	2,655 87	529 00	157,988 04
76	Rockland & Abington.	154,369 06	71,423 57	37,194 51	1,360 00	11,790 10	1,817 99	277,945 23
77	Rockport.	82,184 04	19,541 02	13,246 73	-	4,607 20	-	129,578 99
78	Salem & Wakefield.	84,366 18	16,021 70	-	-	529 57	-	99,916 46
79	Shelburne Falls & Colrain.	70,225 98	10,274 64	25,779 69	-	584 02	683 25	107,547 58
80	Somerville.	153,000 00	-	-	-	-	-	153,000 00

81	Southbridge & Sturbridge, . . .	90,896 88	19,430 88	10,171 53	4,370 48	908 96	1,979 92	127,848 85
82	South Middlesex (Natick, etc.), . .	142,035 87	56,928 08	59,036 29	753 43	2,204 10	1,415 53	262,378 80
83	Springfield, . . .	1,113,481 97	480,652 20	628,452 64	-	31,508 28	2,640 24	2,226,735 33
84	Taunton, . . .	628,803 66	112,184 94	138,100 50	57,621 55	59,109 35	2,655 57	998,475 57
85	Taunton & Brockton, . . .	180,204 47	32,714 59	-	-	2,461 34	-	215,380 40
86	Union (New Bedford, etc.), . .	524,336 81	174,301 54	245,819 28	11,610 76	16,609 70	431 12	973,109 21
87	Wakefield & Stoneham, . .	199,063 82	67,400 50	105,321 11	-	12,665 58	2,697 73	387,148 74
88	Warren, Brookfield & Spencer, . .	238,562 41	37,240 10	63,662 18	-	7,675 55	802 30	347,642 54
89	Webster & Dudley, . . .	38,774 21	-	6,031 92	-	780 39	-	45,586 52
90	Wellesley & Boston, . . .	84,770 36	25,367 77	5,240 00	-	7,145 64	-	122,523 77
91	West End (Boston, etc.), . .	8,335,396 72	6,455,077 40	10,208,087 30	138,181 04	1,598 47	1,362,023 17	26,503,313 10
92	West Roxbury & Roslindale, . .	300,149 48	36,779 27	31,391 33	-	7,309 29	20,964 32	396,593 69
93	Winnimmet (Chelsea), . . .	50,000 00	-	-	-	76 35	50 00	50,126 35
94	Woburn & Reading, . . .	70,153 47	10,442 10	6,353 94	-	1,311 81	-	88,261 32
95	Woonsocket (of Rhode Island), . .	347,400 77	82,458 79	9,247 48	-	3,146 82	-	442,253 66
96	Worcester & Blackstone Valley, . .	77,185 72	11,535 06	161 04	163 28	1,282 73	1,062 70	91,890 83
97	Worcester & Clinton, . . .	137,557 92	17,841 24	28,975 17	-	5,896 69	-	190,261 02
98	Worcester Consolidated, . . .	1,112,917 04	266,314 96	205,454 21	-	18,090 63	13,092 20	1,515,869 03
99	Worcester & Marlborough, . . .	274,456 91	51,439 30	75,518 97	48,839 57	3,559 58	3,095 95	456,919 28
100	Worcester & Shrewsbury R.R., . .	70,803 58	52,710 86	-	-	20,522 71	-	144,037 15
101	Worcester & Shrewsbury St. R'y., . .	11,700 00	8,300 00	-	-	22 06	-	20,022 05
102	Worcester & Suburban, . . .	408,821 58	191,897 92	200,798 62	17,243 37	17,317 04	88,977 13	875,055 66
103	Woronoco (Westfield), . . .	71,271 23	19,389 23	24,617 72	-	865 42	-	116,143 60
	Totals, ² . . .	\$34,661,007 19	\$13,775,624 67	\$17,362,945 69	\$685,199 16	\$7,130,861 14	\$3,991,688 21	\$77,607,328 06

¹ Railway under construction.² Consolidated with the Lowell, Lawrence & Haverhill, April 30, 1898.³ Not including the Fall River, the Hull, the Milford & Hopedale, the Nantasket Electric, and the People's.

Tabulated Statements from Reports of Street Railway Companies — Continued.

LIABILITIES SEPTEMBER 30, 1898.										
RAILWAY COMPANIES.		8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.	14. — Gross Liabilities.		
1	Amherst & Sunderland,	\$22,000 00	-	-	\$25,683 73	-	-	\$47,683 73		
2	Arlington & Winchester,	50,000 00	-	-	49,820 70	-	-	99,820 70		
3	Arthol & Orange,	60,000 00	\$60,000 00	-	6,000 00	\$750 00	-	126,750 00		
4	Beverly & Danvers,	12,000 00	40,000 00	-	5,797 37	646 74	-	58,444 11		
5	Boston & Chelsea,	121,000 00	-	-	-	-	-	121,000 00		
6	Boston Elevated, ¹	5,000,000 00	-	-	731,246 43	2,175,827 44	\$297,498 78	8,204,570 65		
7	Boston & Revere Electric,	50,000 00	44,000 00	-	6,000 00	-	-	100,000 00		
8	Braintree,	100,000 00	35,000 00	-	13,988 87	-	-	148,988 87		
9	Braintree & Weymouth,	160,000 00	80,000 00	-	7,460 80	2,474 80	-	249,935 60		
10	Bridgewater, Whitman & Rockland,	85,000 00	85,000 00	-	25,982 47	1,770 84	-	197,753 31		
11	Brockton,	598,000 00	750,000 00	\$7,700 00	159,068 48	15,823 82	-	1,628,592 30		
12	Brockton, Bridgewater & Taunton,	225,000 00	200,000 00	-	101,660 42	1,666 66	-	628,327 08		
13	Brockton & East Bridgewater,	50,000 00	-	-	41,549 81	-	-	91,549 81		
14	Boston, Milton & Brockton, ²	40,000 00	-	-	33,500 00	-	-	73,500 00		
15	Commonwealth Avenue (Newton),	175,000 00	75,000 00	-	84,172 84	3,410 24	-	337,583 08		
16	Conway Electric,	35,900 00	-	900 00	52,789 83	809 54	-	90,299 37		
17	Cottage City,	34,900 00	25,000 00	-	8,201 85	-	-	68,101 85		
18	Dartmouth & Westport,	150,000 00	90,000 00	-	1,745 83	-	9,800 00	251,545 83		
19	Dighton, Somerset & Swansea,	175,000 00	125,000 00	-	55,184 94	-	-	355,184 94		
20	East Middlesex (Malden, etc.),	297,700 00	220,000 00	-	-	-	-	517,700 00		
21	East Taunton, ³	33,544 00	-	-	-	-	-	33,544 00		
22	East Wareham, Onset Bay & Pt. Ind.,	21,400 00	-	-	1,256 68	-	-	22,656 68		
23	East River, ⁴	50,000 00	-	-	36,346 12	-	-	86,346 12		
24	Fitchburg & Leominster,	250,000 00	150,000 00	-	142,021 31	415 57	13,240 17	555,677 05		
25	Fitchburg & Suburban,	50,000 00	-	-	40,776 26	300 62	-	91,076 88		

26	Framingham, Southboro' & Marlboro',	80,000 00	-	57,000 00	-	-	137,000 00
27	Framingham Union,	30,000 00	-	62,313 86	-	1,000 00	143,313 86
28	Gardner Electric,	50,000 00	-	29,798 55	715 46	-	80,514 01
29	Globe (Fall River),	700,000 00	1,425,000 00	66,234 72	15,671 98	-	2,195,926 70
30	Gloucester,	180,000 00	60,000 00	77,300 00	1,490 45	3,000 00	321,790 45
31	Gloucester, Essex & Beverly,	250,000 00	125,000 00	32,938 64	2,083 33	-	410,021 97
32	Gloucester & Rockport,	30,000 00	-	10,000 00	-	-	40,000 00
33	Greenfield & Turner's Falls,	100,000 00	96,000 00	15,312 00	-	-	211,312 00
34	Haver,	49,400 00	-	19,344 00	351 84	-	69,096 84
35	Haverhill & Amesbury,	150,000 00	490,000 00	26,599 30	7,625 00	-	674,224 30
36	Haverhill, Georgetown & Danvers,	60,000 00	-	40,984 51	-	-	100,984 51
37	Hingham,	188,000 00	174,000 00	42,490 34	-	-	404,490 34
38	Holyoke,	500,000 00	250,000 00	93,013 44	-	-	843,013 44
39	Housac Valley (North Adams, etc.),	100,000 00	100,000 00	34,331 05	-	-	234,331 05
40	Hull, ¹	20,000 00	20,000 00	200 00	-	-	40,200 00
41	Interstate Consolidated (of R. I.),	380,000 00	150,000 00	52,818 74	-	3,268 83	586,087 57
42	Leominster & Clinton,	130,000 00	190,000 00	31,925 50	-	2,000 00	378,925 50
43	Lowell, Lawrence & Haverhill,	1,520,000 00	1,455,000 00	55,277 80	34,028 24	-	3,088,306 04
44	Lowell & Suburban,	1,000,000 00	1,000,000 00	362,614 81	16,666 64	3,556 90	2,382,838 35
45	Lynn & Boston,	1,286,000 00	5,698,000 00	241,688 94	135,630 16	7,632 57	7,349,861 67
46	Mansfield & Easton, ²	70,000 00	-	30,269 34	-	-	100,269 34
47	Mansfield & Norton, ³	20,000 00	-	9,129 80	-	-	29,129 80
48	Marlborough,	80,000 00	80,000 00	46,342 08	1,545 00	500 00	208,387 08
49	Martha's Vineyard,	4,942 50	-	5,996 44	387 31	-	11,325 25
50	Milford, Holliston & Framingham,	210,000 00	165,000 00	23,393 97	2,062 50	-	400,456 47
51	Milford & Hopedale, ⁴	60,000 00	-	67,000 00	-	-	127,000 00
52	Mt. Tom (Northampton),	100,000 00	-	-	-	-	100,000 00
53	Mystic Valley (Stonham, etc.), ⁵	40,000 00	-	31,199 96	-	-	71,199 96
54	Nantasket Electric, ⁶	12,500 00	-	17,571 04	-	-	30,071 04
55	Natick & Cohituate,	100,000 00	-	17,151 18	-	-	117,151 18

¹ Organized as a corporation under special charter, but has not commenced the construction of its railway.

² Consolidated with the Globe, April 30, 1898.

³ Consolidated with the Milford, Holliston & Framingham, December 1, 1897.

⁴ Consolidated with the Hingham, March 1, 1898.

⁵ Consolidated with the Nantasket Electric, March 1, 1898.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		LIABILITIES SEPTEMBER 30, 1898 — Concluded.						
		8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.	14. — Gross Liabilities.
56	Newburyport & Amesbury,	\$80,000 00	\$358,000 00	—	\$147,289 97	—	—	\$585,289 97
57	Newton,	283,750 00	135,000 00	—	10,080 00	—	—	428,830 00
58	Newton & Boston,	200,000 00	125,000 00	\$20,000 00	35,500 00	—	—	380,500 00
59	Newtonville & Watertown,	50,000 00	—	—	35,710 36	—	—	85,710 36
60	Norfolk Central (Dedham, etc.),	75,000 00	60,000 00	—	78,274 32	\$946 80	—	214,221 12
61	Norfolk Southern (Dedham, etc.), ¹	122,500 00	—	—	—	—	—	122,500 00
62	Norfolk Suburban (Hyde Park, etc.),	187,500 00	75,000 00	—	1,406 56	937 50	\$17,127 41	281,971 47
63	Northampton,	300,000 00	25,000 00	—	56,000 00	—	—	381,000 00
64	North End (Worcester),	110,000 00	75,000 00	—	271 60	—	—	185,271 60
65	North Woburn,	100,000 00	—	—	108,309 54	—	—	208,309 54
66	Norton & Attleborough,	40,000 00	40,000 00	—	22,069 09	—	—	102,069 09
67	Norton & Taunton,	80,000 00	80,000 00	—	41,566 14	—	—	201,566 14
68	Palmer & Monson,	36,030 00	—	—	44,096 62	—	—	80,126 62
69	People's (West Newbury), ²	65,000 00	64,000 00	—	1,936 42	1,066 67	—	132,033 09
70	Pittsfield Electric,	80,000 00	45,000 00	—	11,850 00	—	—	136,850 00
71	Plum Island Electric (Newbury, etc.),	40,000 00	—	—	24,244 29	—	—	64,244 29
72	Plymouth & Kingston,	100,000 00	35,000 00	7,000 00	24,000 00	—	—	166,000 00
73	Providence & Taunton,	175,000 00	150,000 00	—	71,418 30	1,225 00	—	397,643 30
74	Quincy & Boston,	500,000 00	—	—	160,490 49	—	—	660,490 49
75	Reading & Lowell,	100,000 00	—	—	64,688 08	—	—	164,688 08
76	Rockland & Abington,	120,000 00	100,000 00	—	49,825 75	3,576 82	—	273,402 57
77	Rockport,	100,000 00	—	—	18,499 07	1,569 00	—	120,068 07
78	Salem & Wakesfield,	75,000 00	—	—	23,292 88	—	—	98,292 88
79	Shelburne Falls & Colrain,	50,000 00	49,700 00	—	8,100 00	684 53	—	108,484 53
80	Somerville,	153,000 00	—	—	—	—	—	153,000 00

81	Southbridge & Sturbridge, . . .	60,000 00	60,000 00	-	3,000 00	750 00	-	123,750 00
82	South Middlesex (Natick, etc.), . .	100,000 00	100,000 00	-	51,034 32	1,958 31	-	253,012 63
83	Springfield, . . .	1,458,400 00	500,000 00	-	6,174 00	-	-	1,963,574 00
84	Taunton, . . .	350,000 00	550,000 00	-	93,700 84	8,984 71	-	1,002,685 55
85	Taunton & Brockton, . . .	100,000 00	100,000 00	-	9,690 18	2,396 05	1,026 25	213,112 48
86	Union (New Bedford, etc.), . . .	450,000 00	350,000 00	-	123,109 21	-	-	923,109 21
87	Wakefield & Stoneham, . . .	150,000 00	150,000 00	-	81,940 07	625 00	-	382,655 07
88	Warren, Brookfield & Spencer, . .	150,000 00	125,000 00	-	60,633 81	2,604 16	-	338,237 96
89	Webster & Dudley, . . .	44,225 00	-	-	78 45	-	-	44,303 45
90	Wellesley & Boston, . . .	100,000 00	-	-	16,500 00	-	2,000 00	118,500 00
91	West End (Boston, etc.), . . .	15,485,000 00	10,945,000 00	-	-	-	-	26,430,000 00
92	West Roxbury & Roslindale, . . .	150,000 00	100,000 00	-	134,709 97	868 92	-	386,578 89
93	Winchester (Chelsea), . . .	50,000 00	-	-	3 00	-	-	50,003 00
94	Woburn & Reading, . . .	60,000 00	-	-	32,533 00	-	-	92,533 00
95	Woonsocket (of Rhode Island), . .	140,000 00	200,000 00	-	146,288 53	1,001 48	-	497,290 01
96	Worcester & Blackstone Valley, . .	60,000 00	-	-	28,966 92	-	-	88,966 92
97	Worcester & Clinton, . . .	91,500 00	-	-	98,761 02	-	-	190,261 02
98	Worcester Consolidated, . . .	700,000 00	650,000 00	4,500 00	116,240 84	28,342 33	-	1,499,083 17
99	Worcester & Marlborough, . . .	200,000 00	200,000 00	-	32,961 60	-	-	432,961 60
100	Worcester & Shrewsbury R.R., . .	36,825 00	22,000 00	-	-	-	-	58,825 00
101	Worcester & Shrewsbury St. Ry., .	20,000 00	-	-	118,384 77	4,218 37	-	20,000 00
102	Worcester & Suburban, . . .	542,500 00	200,000 00	-	-	-	-	866,103 14
103	Woronoco (Westfield), . . .	75,000 00	35,000 00	-	11,063 00	-	-	121,063 00
	Totals, ² . . .	\$38,933,916 50	\$29,132,700 00	\$40,100 00	\$5,300,064 98	\$2,482,543 15	\$385,648 91	\$76,275,273 54

¹ Railway under construction.² Consolidated with the Lowell, Lawrence & Haverhill, April 30, 1898.³ Not including the Fall River, the Hull, the Milford & Hopedale, the Nantasket Electric, and the People's.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.					
		15.— Additions to Railway.	16.— To Equipment.	17.— To Lands and Buildings.	18.— To other Permanent Property.	19.— Total Additions.	20.— Deductions.
							21.— Net Additions.
1	Amherst & Sunderland,	\$1,212 66	\$3,356 70	\$2,311 26	-	\$6,880 62	\$6,880 62
2	Arlington & Winchester,	11,578 32	1,274 79	76 52	-	12,929 63	12,929 63
3	Athol & Orange,	-	804 84	-	-	804 84	804 84
4	Beverly & Danvers,	-	-	-	-	-	-
5	Boston & Chelsea,	-	-	-	-	-	-
6	Boston Elevated,	107,631 30	-	-	-	107,631 30	107,631 30
7	Boston & Revere Electric,	-	-	-	-	-	-
8	Brintree,	1,129 55	1,649 88	352 83	-	3,132 26	3,132 26
9	Brintree & Weymouth,	276 71	1,556 08	3,106 68	-	4,939 47	4,939 47
10	Bridgewater, Whitman & Rockland,	3,128 85	998 53	149 18	-	4,276 56	4,276 56
11	Brockton,	30,992 93	-	3,500 00	-	34,492 93	19,546 10
12	Brockton, Bridgewater & Taunton,	14,013 00	2,661 31	23,082 81	-	39,757 12	39,757 12
13	Brockton & East Bridgewater,	6,345 84	577 01	465 56	-	7,388 41	7,388 41
14	Boston, Milton & Brockton,	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	20,412 23	35,270 15	41,642 69	\$718 97	98,044 04	92,615 30
16	Conway Electric,	3,984 60	-	-	-	3,984 60	3,984 60
17	Cottage City,	-	-	-	-	-	-
18	Dartmouth & Westport,	-	-	-	-	-	-
19	Dighton, Somerset & Swansea,	5,837 34	4,378 96	-	-	10,216 30	10,216 30
20	East Middlesex (Malden, etc.),	-	-	-	-	-	-
21	East Taunton,	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	-	-	10 00
23	Fall River,	1,815 25	-	-	-	1,815 25	1,815 25
24	Fitchburg & Leominster,	70,450 94	13,783 35	34,404 32	1,421 02	120,059 63	118,033 63
25	Fitchburg & Suburban,	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Concluded.						
		15. — Additions to Railway.	16. — To Equip-ment.	17. — To Lands and Buildings.	18. — To other Perma-nent Property.	19. — Total Ad-ditions.	20. — Deduc-tions.	21. — Net Addi-tions.
56	Newburyport & Amesbury,	\$1,463 98	\$64 00	\$545 74	-	\$2,073 72	\$900 00	\$1,173 72
57	Newton,	32,580 07	2,861 07	-	\$7,000 00	42,541 14	-	42,541 14
58	Newton & Boston,	9,592 82	5,916 10	30,867 89	-	46,376 81	-	46,376 81
59	Newtonville & Watertown,	16,306 62	-	-	-	16,306 62	1,436 19	14,870 43
60	Norfolk Central (Dedham, etc.),	30,280 86	1,261 80	5,143 83	16,829 62	53,516 11	-	53,516 11
61	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-	-
62	Norfolk Suburban (Hyde Park, etc.),	18,542 42	894 00	1,436 60	-	21,087 40	63 01	21,024 39
63	Northampton,	-	-	1,650 98	-	-	-	-
64	North End (Worcester),	432 50	2,598 34	1,427 98	-	4,458 82	1,370 33	3,088 49
65	North Woburn,	-	-	-	-	-	-	-
66	Norton & Attleborough,	-	-	-	-	-	-	-
67	Norton & Taunton,	-	-	-	-	-	-	-
68	Palmer & Monson,	-	-	-	-	-	-	-
69	People's (West Newbury),	-	-	-	-	-	-	-
70	Pittsfield Electric,	16,675 99	7,868 04	14,740 12	-	39,284 15	21,000 00	18,284 15
71	Plum Island Electric (Newbury, etc.),	-	-	-	-	-	-	-
72	Plymouth & Kingston,	-	-	-	-	-	70 40	70 40
73	Providence & Taunton,	-	-	-	-	-	-	-
74	Quincy & Boston,	52,617 37	9,128 52	26,069 88	-	87,815 77	11,063 31	76,752 46
75	Reading & Lowell,	1,489 05	16 00	-	-	1,505 05	-	1,505 05
76	Rockland & Abington,	3,496 56	8,854 32	-	-	12,350 88	-	12,350 88
77	Rockport,	-	-	-	-	-	-	-
78	Salem & Wakefield,	-	-	-	-	-	-	-
79	Shelburne Falls & Colrain,	1,250 00	98 52	292 22	-	1,640 74	-	1,640 74
80	Somerville,	-	-	-	-	-	-	-

1899.]

INCOME.

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81	Southbridge & Sturbridge, . . .	27,177 55	493 95	189 50	27,861 00	670 15	28,531 15
82	South Middlesex (Natick, etc.), . .	56,517 90	249 01	352 35	57,119 29	-	57,119 29
83	Springfield, . . .	677,800 36	-	5,250 52	683,050 88	-	683,050 88
84	Taunton, . . .	63,490 20	206 40	6,753 08	70,451 68	1,631 16	72,082 84
85	Taunton & Brockton, . . .	48,510 47	-	147 98	48,658 45	-	48,658 45
86	Union (New Bedford, etc.), . .	187,728 88	-	18,409 39	206,138 27	-	206,138 27
87	Wakefield & Stoneham, . .	61,838 31	-	225 00	62,063 31	-	62,063 31
88	Warren, Brookfield & Spencer, . .	48,041 05	-	200 00	48,241 05	-	48,241 05
89	Wehster & Dudley, ¹⁰ . . .	4,706 05	-	-	4,706 05	-	4,706 05
90	Wellesley & Boston, . . .	37,609 70	-	1,764 98	39,374 68	-	39,374 68
91	West End (Boston, etc.), ⁹ . .	-	-	-	-	7,500 00	1,155,450 00
92	West Roxbury & Roslindale, ⁹ . .	67,188 50	-	240 00	67,428 50	9 00	67,437 50
93	Winnisimmet (Chelsea), ¹¹ . .	-	-	-	-	-	3,000 00
94	Woburn & Reading, . . .	11,535 00	-	-	11,535 00	-	11,535 00
95	Woonsocket (of Rhode Island), . .	59,284 40	136 80	12 25	59,433 45	-	59,433 45
96	Worcester & Blackstone Valley, . .	14,070 15	-	-	14,070 15	-	14,070 15
97	Worcester & Clinton, . . .	-	-	-	-	-	-
98	Worcester Consolidated, . . .	530,259 25	737 64	6,876 36	537,873 25	-	537,873 25
99	Worcester & Marlborough, . . .	64,787 74	275 00	568 00	65,630 74	-	65,630 74
100	Worcester & Shrewsbury R.R., ² . .	-	-	-	-	32 23	3,782 23
101	Worcester & Shrewsbury St. Ry., ³ . .	152,402 84	200 80	1,763 46	154,367 19	-	1,000 00
102	Worcester & Suburban, . . .	22,833 50	-	43 00	22,976 50	-	154,367 19
103	Woronoco (Westfield), . . .	-	-	-	-	-	22,976 50
	Totals, . . .	\$16,545,554 19	\$37,694 77	\$332,156 25	\$16,915,405 21	\$113,236 07	\$18,247,235 81

¹ Operated by the Newton & Boston, under contract.² Leased to the Worcester Consolidated.³ Commenced operation July 5, 1898.⁴ Commenced operation August 27, 1898.⁵ Commenced operation June 24, 1898.⁶ Commenced operation December 28, 1897.⁷ Commenced operation June 25, 1898.⁸ Commenced operation May 6, 1898.⁹ Leased to the Boston Elevated.¹⁰ Commenced operation June 15, 1898.¹¹ Leased to the Lynn & Boston.¹² Leased to the Lawrence & Haverhill, April 30, 1898.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.	INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1898.					
	22.—From Passengers.	23.—From Mails and Merchandise.	24.—From Tolls, Rents, Advertising, etc.	25.—Total Earnings from Operation.	26.—Rentals from Lease of Railway.	27.—Miscellaneous Income.
1 Amherst & Sunderland,	\$10,537 25	-	\$63 40	\$10,600 65	-	\$10,600 65
2 Arlington & Winchester,	16,444 80	-	-	16,444 80	-	16,444 80
3 Athol & Orange,	23,339 35	-	120 00	23,459 35	-	23,459 35
4 Beverly & Danvers,	6,974 55	-	-	6,974 55	-	6,974 55
5 Boston & Chelsea, ¹	-	-	-	-	\$7,250 00	7,250 00
6 Boston Elevated,	8,967,587 66	\$20,067 31	191,411 48	9,179,066 35	-	9,257,252 94
7 Boston & Revere Electric, ²	-	-	-	-	2,000 00	2,000 00
8 Braintree,	44,635 11	-	478 50	45,113 61	-	45,113 61
9 Braintree & Weymouth,	46,258 27	-	300 00	46,558 27	-	46,558 27
10 Bridgewater, Whitman & Rockland,	26,980 23	-	125 00	27,095 23	-	27,095 23
11 Brockton,	330,559 90	-	5,494 29	336,054 19	-	337,603 76
12 Brockton, Bridgewater & Taunton,	69,494 86	180 00	1,612 23	71,277 09	-	71,277 09
13 Brockton & East Bridgewater,	18,362 70	-	75 00	18,437 70	-	18,437 70
14 Boston, Milton & Brockton,	-	-	-	-	-	-
15 Commonwealth Avenue (Newton),	71,831 78	-	2,298 62	73,630 40	-	73,630 40
16 Conway Electric,	2,398 33	4,190 30	-	6,588 63	-	6,588 63
17 Cottage City,	3,536 90	-	-	3,536 90	-	3,536 90
18 Dartmouth & Westport,	96,578 99	800 00	535 38	96,914 37	-	96,914 37
19 Dighton, Somerset & Swansea,	61,516 15	-	52 98	61,569 13	-	64,192 63
20 East Middlesex (Malden, etc.), ³	-	-	-	-	24,000 00	24,000 00
21 East Taunton,	-	-	-	-	-	-
22 East Wareham, Onset Bay & Pt. Ind,	2,480 05	1,444 98	594 79	4,519 82	-	4,519 82
23 Fall River, ²	4,875 77	10	-	4,875 87	-	4,875 87
24 Fitchburg & Leominster,	134,014 73	-	300 00	134,314 73	-	134,314 73
25 Fitchburg & Suburban, ⁴	5,637 95	-	162 40	5,790 35	-	5,790 35

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26	Framingham Southboro' & Marlboro', ^a	3,065 25	-	200 00	-	269 67	3,065 25	-	-	-	3,065 25
27	Framingham Union,	29,984 25	-	-	-	83 18	30,423 92	-	-	-	30,423 92
28	Gardner Electric,	17,020 20	-	-	-	17,100 45	17,103 38	-	-	-	17,103 38
29	Globe (Fall River),	301,238 61	-	-	-	2,072 55	318,339 06	-	-	-	318,339 06
30	Gloucester,	68,498 06	-	-	-	-	70,570 60	-	-	-	70,570 60
31	Gloucester, Essex & Beverly,	58,698 40	-	-	-	337 35	59,035 75	-	-	-	59,035 75
32	Gloucester & Rockport, ^a	-	-	-	-	-	-	1,800 00	-	-	1,800 00
33	Greenfield & Turner's Falls,	33,677 76	828 29	-	-	379 15	34,585 20	-	-	-	34,585 20
34	Hanover,	13,286 33	318 63	-	-	54 95	13,659 91	-	-	-	13,659 91
35	Haverhill & Amesbury,	88,080 07	43 45	-	-	1,561 64	89,685 16	-	-	-	89,685 16
36	Haverhill, Georgetown & Danvers,	23,757 90	-	-	-	235 50	23,993 40	-	-	-	23,993 40
37	Hingham,	44,197 56	319 78	-	-	150 00	44,667 33	-	-	-	44,667 33
38	Holyoke,	227,165 00	-	-	-	1,832 50	229,097 50	-	-	-	229,097 50
39	Housac Valley (North Adams, etc.),	75,214 90	71 20	-	-	1,373 40	76,659 50	-	-	2,582 37	79,241 87
40	Hull, ^a	45 70	-	-	-	-	45 70	-	-	-	45 70
41	Interstate Consolidated (of R. I.),	134,714 32	-	-	-	680 01	135,394 33	-	-	169 15	135,563 48
42	Leominster & Clinton,	43,165 30	-	-	-	460 50	43,625 80	-	-	-	43,625 80
43	Lowell, Lawrence & Haverhill,	448,938 30	-	-	-	3,606 11	452,444 41	-	-	3,101 45	455,545 86
44	Lowell & Suburban,	380,177 72	155 00	-	-	7,441 28	387,774 00	-	-	5,329 92	393,103 92
45	Lynn & Boston,	1,472,154 33	-	-	-	12,096 73	1,484,251 06	-	-	6,060 22	1,490,311 28
46	Mansfield & Easton,	-	-	-	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-	-	-	-
48	Marlborough,	35,952 30	-	-	-	2,641 14	38,593 44	-	-	261 18	38,854 62
49	Martha's Vineyard,	1,040 10	-	-	-	-	1,040 10	-	-	-	1,040 10
50	Milford, Holliston & Framingham,	83,263 39	-	-	-	187 56	83,470 95	-	-	-	83,470 95
51	Milford & Hopedale, ^a	1,873 06	-	-	-	-	1,873 06	-	-	-	1,873 06
52	Mr. Tom (Northampton), ^a	-	-	-	-	-	-	6,000 00	-	-	6,000 00
53	Mystic Valley (Stoneham, etc.),	13,473 95	-	-	-	104 85	13,578 80	-	-	-	13,578 80
54	Nantasket Electric, ^a	-	-	-	-	-	-	-	-	-	-
55	Natick & Cohasset, ^a	55,070 67	190 20	-	-	229 50	55,490 37	-	-	-	55,490 37

^a Leased to the Boston Elevated and operated by the Lynn & Boston.^b Leased to the Lynn & Boston.^c Consolidated with the Globe, April 30, 1898.^d Commenced operation, July 16, 1898.^e Commenced operation August 4, 1898. Tracks used by the Marlborough.^f Leased to the Gloucester.^g Consolidated with the Hingham, March 1, 1898.^h Consolidated with the Milford, Holliston & Framingham, December 1, 1897.ⁱ Leased to the Holyoke.^j Tracks used by the Hingham. Consolidated with the Hingham, March 1, 1898.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.	INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1888 — Concluded.					
	22.— From Passengers.	23.— From Mails and Merchandise.	24.— From Tolls, Rents, Advertising, etc.	25.— Total Earnings from Operation.	26.— Rentals from Lease of Railway.	27.— Miscellaneous Income.
56 Newburyport & Amesbury,	\$56,982 61	-	\$2,909 54	\$59,892 15	-	\$59,892 15
57 Newton,	91,465 19	\$36 00	4,319 50	96,820 69	-	96,820 69
58 Newton & Boston,	54,322 20	-	11,046 84	65,369 04	-	65,369 04
59 Newtonville & Watertown, ¹	-	-	-	-	\$4,654 53	4,654 53
60 Norfolk Central (Dedham, etc.),	35,351 85	-	84 00	35,435 85	-	35,435 85
61 Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-
62 Norfolk Suburban (Hyde Park, etc.),	98,998 30	-	392 33	99,390 63	-	99,390 63
63 Northampton,	89,466 35	1,490 19	1,369 90	92,326 44	-	92,326 44
64 North End (Worcester), ²	-	-	-	-	8,000 00	8,000 00
65 North Woburn,	40,690 45	-	147 24	40,837 69	-	40,837 69
66 Norton & Attleborough, ³	3,846 55	-	-	3,846 55	-	3,846 55
67 Norton & Taunton, ⁴	1,990 75	-	-	1,990 75	-	1,990 75
68 Palmer & Monson, ⁵	8,690 95	-	45 00	8,635 95	-	8,635 95
69 People's (West Newbury), ⁶	11,077 10	-	161 10	11,238 20	-	11,238 20
70 Pittsfield Electric,	65,845 25	-	225 00	66,070 25	-	66,302 57
71 Plum Island Electric (Newbury, etc.),	11,677 75	-	57 62	11,735 37	-	11,735 37
72 Plymouth & Kingston,	34,106 60	-	2,727 22	36,833 82	-	36,833 82
73 Providence & Taunton, ⁷	35,456 51	-	100 00	35,556 51	-	35,556 51
74 Quincy & Boston,	128,867 51	213 61	6,666 92	135,728 04	-	135,728 04
75 Reading & Lowell,	16,588 05	-	151 41	16,739 46	-	16,739 46
76 Rockland & Abington,	75,315 88	276 40	2,297 10	77,889 38	-	77,889 38
77 Rockport,	28,358 20	-	74 69	28,433 19	-	28,433 19
78 Salem & Wakefield, ⁸	9,570 20	-	47 60	9,617 80	-	9,617 80
79 Shelburne Falls & Colrain,	6,986 45	4,837 61	35 00	11,758 06	-	11,758 06
80 Somerville, ⁹	-	-	-	-	9,180 00	9,180 00

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81	Southbridge & Sturbridge,	27,177 55	493 95	189 50	27,861 00	-	670 15	28,531 15
82	South Middlesex (Natick, etc.),	56,517 90	249 01	332 35	57,119 29	-	-	57,119 29
83	Springfield,	577,800 36	-	5,250 52	583,050 88	-	-	583,050 88
84	Taunton,	63,480 20	208 40	6,753 08	70,451 68	-	1,531 16	72,082 84
85	Taunton & Brockton,	48,510 47	-	147 98	49,658 45	-	-	49,658 45
86	Union (New Bedford, etc.),	187,728 88	-	18,409 39	206,138 27	-	-	206,138 27
87	Wakefield & Stoneham,	61,838 31	-	225 00	62,063 31	-	-	62,063 31
88	Warren, Brookfield & Spencer,	48,041 05	-	200 00	48,241 05	-	-	48,241 05
89	Webster & Dudley, ¹⁰	4,706 05	-	-	4,706 05	-	-	4,706 05
90	Wellesley & Boston,	37,609 70	-	1,764 96	39,374 66	-	-	39,374 66
91	West End (Boston, etc.), ⁹	-	-	-	-	1,147,950 00	7,500 00	1,155,450 00
92	West Roxbury & Roslindale,	67,188 50	-	240 00	67,428 50	-	9 00	67,437 50
93	Winnimmet (Chelsea), ¹¹	-	-	-	-	3,000 00	-	3,000 00
94	Woburn & Reading,	11,535 00	-	-	11,535 00	-	-	11,535 00
95	Woonsocket (of Rhode Island),	59,284 40	186 80	12 25	59,433 45	-	-	59,433 45
96	Worcester & Blackstone Valley,	14,070 15	-	-	14,070 15	-	-	14,070 15
97	Worcester & Clinton,	-	-	-	-	-	-	-
98	Worcester Consolidated,	530,259 25	737 64	6,876 36	537,873 25	-	-	537,873 25
99	Worcester & Marlborough,	64,787 74	275 00	568 00	65,630 74	-	-	65,630 74
100	Worcester & Shrewsbury R.R., ⁸	-	-	-	-	3,750 00	32 23	3,782 23
101	Worcester & Shrewsbury St. Ry., ⁷	-	-	-	-	1,000 00	-	1,000 00
102	Worcester & Suburban,	152,402 84	200 89	1,763 46	154,367 19	-	-	154,367 19
103	Woronoco (Westfield),	22,933 50	-	43 00	22,976 50	-	-	22,976 50
	Totals,	\$16,545,554 19	\$37,694 77	\$332,156 25	\$16,915,405 21	\$1,218,594 53	\$113,236 07	\$18,247,235 81

¹ Operated by the Newton & Boston, under contract.² Leased to the Worcester Consolidated.³ Commenced operation July 5, 1898.⁴ Commenced operation August 27, 1898.⁵ Commenced operation June 24, 1898.⁶ Commenced operation December 23, 1897.

Consolidated with the Lowell, Lawrence & Haverhill, April 30, 1894.

⁷ Commenced operation June 25, 1898.⁸ Commenced operation May 6, 1898.⁹ Leased to the Boston Elevated.¹⁰ Commenced operation June 15, 1898.¹¹ Leased to the Lynn & Boston.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898.					
		29. — Salaries.	30. — Office Expenses and Supplies.	31. — Legal Expenses.	32. — Insurance.	33. — Other General Expenses.	34. — Total General Expenses.
1	Amberst & Sunderland,	\$1,112 62	\$38 10	\$315 67	\$186 22	\$224 79	\$1,881 40
2	Arlington & Winchester,	743 98	606 69	-	481 71	-	1,731 38
3	Arthol & Orange,	2,199 98	286 21	-	481 30	-	2,976 47
4	Beverly & Danvers,	84 00	-	-	77 50	2 70	164 20
5	Boston & Chelsea,	-	-	-	-	-	44 80
6	Boston Elevated,	170,200 20	101,943 74	88,389 98	117,872 15	311,917 23	797,021 52
7	Boston & Revere Electric,	-	-	610 36	135 00	137 41	2,928 75
8	Brantree,	923 55	1,222 43	-	380 15	1,074 40	4,234 32
9	Brantree & Weymouth,	2,100 00	679 77	-	880 78	-	2,167 62
10	Bridgewater, Whitman & Rockland,	797 67	619 17	-	-	-	-
11	Brockton,	9,084 97	3,260 65	1,141 05	5,080 01	6,126 18	24,662 86
12	Brockton, Bridgewater & Taunton,	2,063 97	2,202 29	-	2,832 12	-	7,098 38
13	Brockton & East Bridgewater,	276 82	683 41	-	683 29	-	1,643 52
14	Boston, Milton & Brockton,	-	-	-	-	-	315 75
15	Commonwealth Avenue (Newton),	7,566 52	1,579 26	1,301 08	1,713 69	291 39	12,451 94
16	Conway Electric,	760 75	238 89	-	37 32	-	1,036 86
17	Cottage City,	625 00	220 90	-	220 00	-	1,065 90
18	Dartmouth & Westport,	1,875 00	28 15	165 00	5,911 37	1,118 53	9,098 05
19	Dighton, Somerset & Swansea,	3,014 00	316 75	-	1,303 51	1,239 55	5,873 81
20	East Middlesex (Malden, etc.),	-	-	-	-	-	-
21	East Taunton,	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	990 00	62 82	-	-	209 39	272 21
23	Fall River,	7,562 85	2,043 76	108 40	-	255 82	1,354 22
24	Fitchburg & Leominster,	255 00	299 26	-	4,381 82	-	13,968 43
25	Fitchburg & Suburban,	-	-	-	-	-	2,932 17
							554 26

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898.

RAILWAY COMPANIES.

25. — Repair
of Roadbed and
Track.34. — Total
General
Expenses.33. — Other
General
Expenses.32. — Insur-
ance.31. — Legal Ex-
penses.30. — Office
Expenses and
Supplies.

29. — Salaries.

96	Framingham Southboro' & Marlboro',	-	382 04	175 00	-	938 24	851 49	3,946 77	144 81
97	Framingham Union,	1,600 00	227 31	289 00	-	601 35	221 89	2,697 11	415 14
98	Gardner Electric,	1,477 56	624 22	800 00	-	15,663 16	7,189 17	33,582 17	16,145 64
29	Globe (Fall River),	9,865 62	331 06	57 64	-	427 38	860 54	3,785 29	3,126 39
30	Gloucester,	2,068 67	-	-	-	-	-	-	-
31	Gloucester, Essex & Beverly,	2,049 05	2,109 31	-	-	2,509 94	-	6,668 30	1,364 58
32	Gloucester & Rockport,	-	-	-	-	-	-	-	-
33	Greenfield & Turner's Falls,	1,927 84	1,325 11	-	-	1,256 81	231 73	4,509 26	1,928 47
34	Hanover,	1,186 50	48 52	50 00	-	463 05	-	1,978 80	61 82
35	Haverhill & Amesbury,	2,039 00	3,001 88	-	-	3,854 96	-	8,896 84	2,573 61
36	Haverhill, Georgetown & Danvers,	2,061 00	1,079 60	-	-	963 81	-	4,094 41	293 80
37	Hingham,	3,099 97	765 80	-	-	2,184 65	770 38	6,820 80	801 26
38	Holyoke,	7,825 00	923 27	300 00	-	1,561 97	1,084 84	11,685 08	17,406 86
39	Hoosac Valley (North Adams, etc.),	3,001 67	1,440 28	775 10	-	2,648 94	-	7,865 99	9,788 26
40	Hull,	-	20 00	-	-	-	-	20 00	-
41	Interstate Consolidated (of R. I.),	3,004 00	422 37	2,068 50	-	7,149 85	1,571 84	14,206 56	7,825 81
42	Leominster & Clinton,	2,228 56	1,217 09	-	-	1,568 48	-	6,004 13	1,568 94
43	Lowell, Lawrence & Haverhill,	14,278 15	3,159 90	378 65	-	2,849 53	7,083 51	27,749 74	16,104 79
44	Lowell & Suburban,	18,577 44	3,784 34	647 00	-	7,627 96	5,568 73	36,086 46	11,974 72
45	Lynn & Boston,	42,282 28	5,944 70	12,698 52	-	7,202 13	14,641 72	82,769 35	78,141 60
46	Mansfield & Easton,	-	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-	-
48	Marlborough,	2,363 11	687 24	125 00	-	3,478 00	428 49	7,061 84	4,339 00
49	Martha's Vineyard,	-	17 20	-	-	-	-	17 20	56 18
50	Millford, Holliston & Framingham,	2,070 66	1,965 16	-	-	3,336 17	-	7,361 99	3,401 93
51	Millford & Hopedale,	37 70	62 54	-	-	351 73	-	451 97	88 85
52	Mt. Tom (Northampton),	-	-	-	-	-	-	-	-
53	Mystic Valley (Stoneham, etc.),	841 28	420 33	-	-	296 75	-	1,558 36	350 83
54	Nantasket Electric,	-	-	-	-	-	-	-	-
55	Natick & Cohituate,	3,069 00	565 18	830 24	-	311 10	-	4,765 52	1,764 58

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898—Continued.						
		22.—Salaries.	23.—Office Expenses and Supplies.	31.—Legal Ex- penses.	32.—Insur- ance.	33.—Other General Expenses.	34.—Total General Expenses.	35.—Repair of Roadbed and Track.
56	Newburyport & Amesbury.	\$1,904 08	\$419 61	—	\$1,765 55	\$5,134 68	\$9,223 92	\$7,066 02
57	Newton.	6,175 68	805 06	\$550 00	591 84	2,153 73	10,276 30	1,221 49
58	Newton & Boston.	4,597 00	869 39	480 67	389 04	1,012 64	7,348 74	945 92
59	Newtonville & Watertown.	—	—	—	—	—	—	—
60	Norfolk Central (Dedham, etc.).	1,498 98	1,013 56	115 00	1,393 65	—	4,021 17	1,072 87
61	Norfolk Southern (Dedham, etc.).	—	—	—	—	—	—	—
62	Norfolk Suburban (Hyde Park, etc.).	3,659 89	1,893 09	121 57	453 00	—	6,127 55	12,398 79
63	Northampton.	4,400 06	1,567 84	—	1,644 25	195 47	7,797 56	4,789 28
64	North End (Worcester).	—	—	—	—	—	—	—
65	North Woburn.	1,774 92	705 89	75 54	1,367 37	137 61	4,061 33	5,480 29
66	Norton & Attleborough.	180 00	66 59	—	—	—	216 59	—
67	Norton & Taunton.	62 50	46 12	—	—	—	107 62	—
68	Palmer & Monson.	864 00	162 02	—	873 10	752 59	2,681 71	489 74
69	People's (West Newbury).	—	68 75	—	100 00	277 92	446 67	465 74
70	Pittsfield Electric.	2,450 00	140 37	340 92	4,488 24	508 00	7,927 53	4,094 82
71	Plum Island Electric (Newbury, etc.).	—	160 20	—	452 50	2,570 75	3,183 45	14 97
72	Plymouth & Kingston.	1,700 00	1,299 77	260 00	904 99	327 92	4,682 68	895 12
73	Providence & Taunton.	250 00	810 13	—	2,086 46	833 42	3,860 00	340 45
74	Quincy & Boston.	5,561 06	2,106 27	255 00	1,940 19	6,299 76	16,162 28	2,770 34
75	Reading & Lowell.	739 04	318 31	—	902 09	—	1,959 44	133 96
76	Rockland & Abington.	2,706 95	444 73	170 75	1,288 79	393 85	5,005 07	5,854 23
77	Rockport.	1,100 00	54 85	18 00	—	49 28	1,222 11	219 13
78	Salem & Wakefield.	50 20	222 87	—	330 50	—	603 57	87 35
79	Sherburne Falls & Colrain.	119 68	207 16	—	638 07	—	864 91	960 62
80	Somersville.	—	—	—	—	—	—	—

81	Southbridge & Sturbridge,	1,386 03	243 82	-	1,549 29	-	3,179 14	312 96
82	South Middlesex (Natick, etc.),	2,639 65	602 86	-	2,628 08	1,394 14	7,162 73	2,245 91
83	Springfield,	18,951 00	1,862 15	-	7,446 76	8,624 06	36,883 99	50,858 31
84	Taunton,	3,724 00	470 55	-	667 97	1,752 18	6,614 70	1,849 48
85	Taunton & Brockton,	923 88	291 42	150 00	262 50	686 13	2,313 93	4,065 44
86	Union (New Bedford, etc.),	6,499 62	475 12	1,025 60	12,543 06	2,780 25	23,273 65	2,764 46
87	Wakefield & Stoneham,	2,815 29	1,983 91	-	2,846 25	-	7,655 45	1,856 52
88	Warren, Brookfield & Spencer,	1,565 50	1,132 15	-	1,921 86	-	4,619 51	2,002 50
89	Webster & Dudley,	-	79 07	-	450 00	-	829 07	-
90	Wellesley & Boston,	2,525 39	217 31	425 00	265 57	1,086 14	4,519 41	597 64
91	West End (Boston, etc.),	-	-	640 00	3,887 33	-	8,909 50	994 48
92	West Roxbury & Roslindale,	3,150 41	1,231 76	-	-	-	-	-
93	Winnisimmet (Chelsea),	-	-	-	518 14	-	1,768 55	77 33
94	Woburn & Reading,	841 28	411 13	-	3,066 00	2,942 19	6,926 44	1,539 31
95	Woonsocket (of Rhode Island),	520 00	-	398 25	-	-	-	-
96	Worcester & Blackstone Valley,	25 00	162 90	-	806 08	-	993 98	130 25
97	Worcester & Clinton,	-	-	-	-	-	-	-
98	Worcester Consolidated,	15,456 08	2,683 47	1,699 25	26,622 65	4,258 59	50,730 04	21,043 40
99	Worcester & Marlborough,	2,299 96	2,092 01	-	3,360 37	499 93	8,252 27	2,470 36
100	Worcester & Shrewsbury R.R.,	-	-	-	-	-	-	-
101	Worcester & Shrewsbury St. Ry.,	-	-	506 00	9,308 99	-	18,387 27	8,228 18
102	Worcester & Suburban,	6,351 50	2,221 78	487 00	346 95	300 38	1,373 67	521 67
103	Woronoco (Westfield),	332 42	406 92	-	-	-	-	-
	Totals,	\$448,440 37	\$176,649 60	\$118,803 72	\$309,476 36	\$408,203 33	\$1,461,573 38	\$1,162,884 01

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1896 — Continued.						
		36. — Repair of Electric Line System.	37. — Removing Snow and Ice.	38. — Repair of Buildings.	39. — Total Repairs of Roadway and Buildings.	40. — Re- pair of Cars and Vehicles.	41. — Repair of Electric Car Equipment.	42. — Horses, Harnesses, etc.
1	Amherst & Sunderland,	\$37 23	\$142 31	\$8 10	\$584 42	\$93 94	\$15 14	-
2	Arlington & Winchester,	260 28	364 26	87 22	912 01	393 01	450 08	-
3	Athol & Orange,	94 51	505 54	-	2,344 62	1,096 88	1,106 46	-
4	Beverly & Danvers,	1 28	192 00	-	238 18	96 64	12 80	-
5	Boston & Chelsea,	-	-	-	-	-	-	-
6	Boston Elevated,	185,055 79	106,088 62	62,562 22	1,150,728 15	404,801 27	212,500 06	\$7,241 28
7	Boston & Revere Electric,	-	-	-	-	-	-	-
8	Braintree,	269 20	1,449 75	38 06	3,217 59	3,361 30	974 95	-
9	Braintree & Weymouth,	221 26	604 14	17 41	1,907 27	2,644 61	511 74	-
10	Bridgewater, Whitman & Rockland,	150 12	1,249 78	18 94	1,742 35	380 66	-	-
11	Brockton,	20,030 81	6,232 33	3,180 33	49,488 68	13,388 18	12,577 22	-
12	Brockton, Bridgewater & Taunton,	489 29	3,942 84	79 54	5,458 72	992 25	1,552 32	-
13	Brockton & East Bridgewater,	65 50	611 63	75 08	1,067 96	430 23	536 76	-
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	908 51	340 12	338 90	2,865 89	3,690 69	1,435 34	281 29
16	Conway Electric,	-	-	-	-	-	-	-
17	Cottage City,	22 80	62 85	22 04	789 16	302 17	269 19	-
18	Dartmouth & Westport,	534 14	256 97	3 00	58 30	67 24	-	-
19	Dighton, Somerset & Swansea,	319 67	549 96	315 96	2,796 59	2,029 03	1,814 66	-
20	East Middlesex (Malden, etc.),	-	-	-	2,899 97	1,922 11	1,277 64	-
21	East Taunton,	-	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	206 42	25 55	-	207 81
23	Fall River,	110 48	196 02	-	326 75	79 14	112 00	-
24	Fitchburg & Leominster,	919 24	3,849 59	364 97	8,065 97	5,701 24	3,440 60	623 74
25	Fitchburg & Suburban,	1 25	-	-	1 25	188 69	59 08	-

26	Framingham, Southboro' & Marlboro',	-	486 45	69 69	700 45	504 48	269 50	459 65
27	Framingham Union,	155 64	435 05	4 53	1,010 36	144 23	444 23	-
28	Gardner Electric,	3,369 83	2,829 42	709 89	23,084 78	11,556 72	7,402 06	146 12
29	Globe (Fall River),	3,034 34	883 15	339 05	7,392 98	3,830 74	3,749 39	-
30	Gloucester,	-	-	-	-	-	-	-
31	Gloucester, Essex & Beverly,	379 71	1,482 91	48 40	3,275 60	1,135 24	2,066 53	-
32	Gloucester & Rockport,	-	-	-	-	-	-	-
33	Greenfield & Turner's Falls,	1,008 08	674 86	133 80	3,745 21	966 47	1,592 75	-
34	Hanover,	38 41	772 25	3 28	875 26	206 04	145 64	-
35	Haverhill & Amesbury,	528 23	1,960 65	96 99	5,159 48	2,623 81	3,192 10	-
36	Haverhill, Georgetown & Danvers,	44 81	871 63	-	1,210 24	123 63	172 17	-
37	Hingham,	283 04	1,083 43	27 44	2,215 17	1,776 62	1,299 07	-
38	Holyoke,	2,070 55	5,641 89	489 36	25,608 16	12,243 94	5,685 80	-
39	Hoosac Valley (North Adams, etc.),	129 80	2,755 43	642 70	13,266 19	2,170 88	2,379 78	-
40	Hull,	-	-	-	-	-	-	-
41	Interstate Consolidated (of R. I.),	2,382 62	2,085 70	97 63	12,391 76	4,177 59	4,346 88	-
42	Leominster & Clinton,	175 78	822 07	879 51	3,436 30	1,683 53	1,680 55	-
43	Lowell, Lawrence & Haverhill,	4,906 49	14,063 26	1,340 07	36,434 61	16,380 53	9,461 94	1,837 64
44	Lowell & Suburban,	4,317 27	15,452 96	809 59	32,554 54	13,301 22	11,228 01	360 69
45	Lynn & Boston,	17,913 60	28,903 90	4,972 03	123,931 13	74,067 51	42,350 06	-
46	Mansfield & Easton,	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-
48	Marlborough,	603 86	1,479 16	115 84	6,537 86	1,953 84	1,140 99	98 07
49	Martha's Vineyard,	-	-	-	56 18	-	-	-
50	Millford, Holliston & Framingham,	578 18	2,535 84	59 64	6,575 59	2,550 10	2,215 87	-
51	Millford & Hopedale,	16 32	59	1 22	106 98	137 88	77 50	-
52	Mt. Tom (Northampton),	-	-	-	-	-	-	-
53	Mystic Valley (Stoneham, etc.),	46 63	664 76	-	1,062 22	324 81	569 84	-
54	Nantasket Electric,	-	-	-	-	-	-	-
55	Natick & Cohituate,	2,267 31	731 69	2,410 00	7,173 58	6,229 20	4,093 75	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898—Continued.							
RAILWAY COMPANIES.							
	36.—Repair of Electric Line System.	37.—Removing Snow and Ice.	38.—Repair of Buildings.	39.—Total Repairs of Roadway and Buildings.	40.—Re- pair of Cars and Vehicles.	41.—Repair of Electric Car Equipment.	42.—Horses, Harnesses, etc.
56	Newburyport & Amesbury,	\$1,349 78	\$173 31	\$11,157 81	\$3,542 89	\$3,346 11	-
57	Newton,	925 40	204 48	5,486 89	3,477 64	2,232 46	-
58	Newton & Boston,	1,118 86	386 92	5,351 69	2,296 65	3,499 36	\$28 62
59	Newtonville & Watertown,	-	-	-	-	-	-
60	Norfolk Central (Dedham, etc.),	234 35	14 42	2,481 44	349 32	442 19	-
61	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-
62	Norfolk Suburban (Hyde Park, etc.),	946 23	569 00	15,242 73	7,511 76	5,446 28	-
63	Northampton,	1,048 70	596 95	9,546 77	2,969 38	3,721 50	-
64	North End (Worcester),	-	-	-	-	-	-
65	North Woburn,	374 06	1 24	7,017 91	33 18	2,018 17	10 60
66	Norton & Attleborough,	-	-	-	25 94	-	-
67	Norton & Taunton,	-	-	-	45 47	-	-
68	Palmer & Monson,	10 00	-	498 74	23 20	-	-
69	People's (West Newbury),	53 23	-	1,470 75	1,430 88	603 40	152 94
70	Pittsfield Electric,	1,766 06	682 36	7,457 38	1,940 38	2,371 10	71 73
71	Plum Island Electric (Newbury, etc.),	-	-	14 97	151 11	83 04	-
72	Plymouth & Kingston,	70 87	445 35	1,840 28	722 53	377 64	10 25
73	Providence & Taunton,	30 25	-	370 70	514 87	554 06	-
74	Quincy & Boston,	1,999 86	692 92	8,443 64	12,782 48	-	-
75	Reading & Lowell,	168 34	-	592 16	800 86	441 97	-
76	Rockland & Abington,	747 78	79 20	9,110 68	2,485 30	2,761 84	16 45
77	Rockport,	1,414 48	357 03	1,990 64	684 65	725 75	-
78	Salem & Wakefield,	78 06	-	155 40	111 25	118 57	-
79	Shelburne Falls & Colrain,	41 92	-	1,353 60	244 90	106 76	-
80	Somerville,	-	-	-	-	-	-

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EXPENDITURES.

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81	Southbridge & Sturbridge, . . .	29 02	272 22	20 75	634 95	715 89	70 79	-
82	South Middlesex (Natick, etc.), .	538 08	1,432 64	90 10	4,305 63	1,326 69	1,518 97	-
83	Springfield, . . .	6,194 59	15,412 20	1,254 48	73,719 63	27,628 86	12,999 94	-
84	Taunton, . . .	712 75	784 41	255 02	3,602 16	1,937 91	838 24	-
85	Taunton & Brockton, . . .	1,294 02	862 94	-	6,212 40	3,865 02	443 15	-
86	Union (New Bedford, etc.), . . .	2,670 46	993 59	723 62	7,152 13	6,075 94	3,472 29	115 50
87	Wakefield & Stoneham, . . .	721 94	1,620 62	187 41	4,386 39	1,871 26	2,964 34	-
88	Warren, Brookfield & Spencer, .	164 95	815 27	55 30	3,038 02	1,168 41	1,235 76	-
89	Webster & Dudley, . . .	-	-	-	-	-	-	-
90	Wellesley & Boston, . . .	137 32	836 54	-	1,571 50	681 95	1,038 23	99 96
91	West End (Boston, etc.), . . .	-	-	-	-	-	-	-
92	West Roxbury & Roslindale, . .	318 52	1,526 98	7 48	2,847 41	1,027 03	687 77	-
93	Winnisimmet (Chelsea), . . .	-	-	-	-	-	-	-
94	Woburn & Reading, . . .	84 56	985 25	69 91	1,167 05	445 95	415 20	-
95	Woonsocket (of Rhode Island), .	102 47	1,147 00	-	2,788 78	1,886 32	2,855 61	338 85
96	Worcester & Blackstone Valley, .	19 52	443 34	2 37	595 48	399 72	593 53	-
97	Worcester & Clinton, . . .	-	-	-	-	-	-	-
98	Worcester Consolidated, . . .	5,615 34	8,841 22	3,161 35	38,661 31	26,118 61	16,299 87	270 88
99	Worcester & Marlborough, . . .	207 41	1,916 70	32 13	4,626 60	2,499 05	780 84	-
100	Worcester & Shrewsbury R. R., .	-	-	-	-	-	-	-
101	Worcester & Shrewsbury St. Ry.,	1,372 51	4,581 42	360 40	14,542 51	7,859 51	5,792 54	908 90
102	Worcester & Suburban, . . .	41 86	617 97	155 24	1,336 74	781 96	457 42	-
103	Worcester (Westfield), . . .	-	-	-	-	-	-	-
Totals, . . .		\$286,334 50	\$280,478 52	\$90,604 65	\$1,820,301 68	\$727,139 45	\$425,523 13	\$13,390 47

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1888 — Continued.						
		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
1	Amherst & Sunderland,	\$109 08	\$4,330 76	-	\$2,454 59	\$1,834 00	-	-
2	Arlington & Winchester,	845 09	3,508 84	-	3,989 60	5 00	-	-
3	Athol & Orange,	2,202 84	4,632 24	-	6,041 13	87 00	-	-
4	Beverly & Danvers,	109 44	1,985 96	-	2,271 20	10 00	\$550 30	-
5	Boston & Chelsea,	-	-	-	-	-	-	-
6	Boston Elevated,	624,542 61	470,983 86	\$15,577 52	2,832,262 07	500,000 00	3,627 85	\$35,621 12
7	Boston & Revere Electric,	-	-	-	-	-	-	-
8	Braintree,	3,361 80	5,475 00	-	12,469 23	3,308 23	4,867 54	325 00
9	Braintree & Weymouth,	3,619 66	6,725 69	112 87	13,632 66	270 93	952 86	-
10	Bridgewater, Whitman & Rockland,	892 40	6,391 37	-	8,742 19	-	226 70	-
11	Brockton,	25,985 40	18,162 68	-	77,983 74	7,618 45	-	-
12	Brockton, Bridgewater & Taunton,	2,544 67	6,167 81	-	19,338 57	131 69	-	-
13	Brockton & East Bridgewater,	966 99	3,480 77	-	4,631 54	10	2,006 14	-
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	5,407 32	14,116 31	134 38	21,561 26	3,795 31	1,412 95	1,006 20
16	Conway Electric,	571 96	1,591 64	-	1,030 22	-	-	22 92
17	Cottage City,	67 24	986 19	-	1,423 03	-	-	-
18	Dartmouth & Westport,	3,843 69	-	-	17,908 24	903 00	32,108 47	465 00
19	Dighton, Somerset & Swansea,	3,199 76	7,634 61	-	10,725 27	1,618 25	8,863 23	342 84
20	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
21	East Taunton,	-	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	232 86	-	1,309 47	2,393 49	3 50	-	325 00
23	Fall River,	191 14	1,865 22	-	2,404 39	30 00	-	1,312 50
24	Fitchburg & Leominster,	9,765 68	14,044 71	563 30	36,304 44	-	-	-
25	Fitchburg & Suburban,	247 77	919 60	-	1,420 70	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898 — Continued.						
		43. — Total Maintenance of Equipment.	44. — (Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
56	Newburyport & Amesbury,	\$6,889 00	\$6,620 07	\$383 77	\$17,556 10	\$335 73	\$629 52	\$480 16
57	Newton,	6,710 10	9,753 58	273 99	28,123 87	1,712 57	2,687 47	220 00
58	Newton & Boston,	5,824 63	-	153 28	26,019 86	1,256 59	-	-
59	Newtonville & Watertown,	-	-	-	-	-	-	-
60	Norfolk Central (Dedham, etc.),	791 51	7,456 34	-	10,359 56	83 00	-	198 00
61	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-	-
62	Norfolk Suburban (Hyde Park, etc.),	12,968 04	16,132 85	-	21,800 28	3,495 43	-	387 92
63	Northampton,	6,690 88	8,573 46	203 08	24,590 78	229 95	-	-
64	North End (Worcester),	-	-	-	-	-	-	-
65	North Woburn,	2,081 95	6,982 85	142 54	7,658 05	123 95	392 95	180 00
66	Norton & Attleborough,	25 94	1,566 23	-	1,400 22	-	-	-
67	Norton & Taunton,	45 47	490 19	-	888 29	-	-	-
68	Palmer & Monson,	23 20	1,396 01	-	2,890 26	-	-	251 18
69	People's (West Newbury),	2,187 22	1,568 32	116 26	2,070 16	1,758 50	734 39	-
70	Pittsfield Electric,	4,383 21	7,471 14	340 70	14,090 76	-	48 40	-
71	Plum Island Electric (Newbury, etc.),	234 16	-	-	1,941 16	80 00	1,786 79	125 00
72	Plymouth & Kingston,	1,110 42	6,003 29	234 50	10,624 33	189 90	-	-
73	Providence & Taunton,	1,068 92	3,640 05	-	3,711 24	85 00	-	-
74	Quincy & Boston,	12,782 48	8,769 81	623 67	36,571 27	3,701 72	-	-
75	Reading & Lowell,	1,042 83	5,854 13	-	5,378 54	713 49	-	-
76	Rockland & Abington,	5,263 69	18,500 00	182 30	22,723 35	1,929 12	1,036 11	200 00
77	Rockport,	1,410 40	7,328 99	-	6,419 41	175 18	564 69	660 00
78	Salem & Wakefield,	229 82	1,965 00	-	2,032 40	3 40	-	-
79	Shelburne Falls & Colrain,	351 66	1,097 97	-	4,135 64	30 00	-	80 00
80	Somerville,	-	-	-	-	-	-	-

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EXPENDITURES.

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81	Southbridge & Sturbridge,	786 68	5,703 35	-	8,147 92	221 40	-	-	-
82	South Middlesex (Natick, etc.),	2,846 66	6,825 56	-	16,462 03	102 50	-	-	-
83	Springfield,	40,628 80	48,213 07	-	218,156 69	12,798 30	-	-	-
84	Taunton,	2,826 15	448 74	1,443 12	19,123 98	1,749 09	-	910 11	-
85	Taunton & Brockton,	4,308 17	10,225 35	-	10,028 70	1,494 15	1,608 71	-	-
86	Union (New Bedford, etc.),	9,663 73	14,811 25	639 75	67,871 91	4,701 79	-	-	-
87	Wakfield & Stoneham,	4,825 60	1,003 86	-	17,023 22	172 88	222 66	-	-
88	Warren, Brookfield & Spencer,	2,364 17	8,384 45	-	10,810 48	6 00	-	-	-
89	Webster & Dudley,	-	1,131 00	-	1,762 91	-	-	-	-
90	Wellesley & Boston,	1,800 14	7,248 88	-	10,901 87	232 42	-	-	-
91	West End (Boston, etc.),	-	-	-	-	-	-	-	-
92	West Roxbury & Roslindale,	1,714 80	12,942 96	-	16,983 15	338 50	-	233 89	-
93	Winnisimmet (Chelsea),	-	-	-	-	-	-	-	-
94	Woburn & Reading,	881 15	3,243 48	-	4,228 54	41 50	715 27	-	-
95	Woonsocket (of Rhode Island),	5,080 78	8,963 79	427 08	19,492 29	-	-	410 00	-
96	Worcester & Blackstone Valley,	983 25	4,403 96	-	4,458 64	53 00	-	-	-
97	Worcester & Clinton,	-	-	-	-	-	-	-	-
98	Worcester Consolidated,	42,689 36	74,891 56	607 06	136,504 80	-	883 02	48,300 00	-
99	Worcester & Marlborough,	3,279 89	8,775 41	108 18	16,640 75	302 40	789 73	-	-
100	Worcester & Shrewsbury R.R.,	-	-	-	-	-	-	-	-
101	Worcester & Shrewsbury St. R'y.,	-	-	-	-	-	-	-	-
102	Worcester & Suburban,	14,560 96	16,358 92	-	38,823 38	279 15	150 23	495 76	-
103	Woronoco (Westfield),	1,249 37	3,589 98	-	12,239 06	561 52	-	109 50	-
	Totals,	\$1,166,043 05	\$1,238,730 01	\$29,075 61	\$4,892,912 89	\$644,536 72	\$70,494 88	\$99,327 44	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1888—Continued.									
RAILWAY COMPANIES.		50.—Other Transportation Expenses.	51.—Total Transportation Expenses.	52.—Total Operating Expenses.	53.—Per Cent to Earnings from Operation.	54.—Interest on Funded Debt.	55.—Interest and Discount on Loans.	56.—Taxes.	
1	Amherst & Sunderland,	\$105 36	\$9,724 71	\$12,349 61	116.50	-	\$1,129 02	\$231 86	
2	Arlington & Winchester,	19 18	7,490 62	10,979 08	68.76	-	2,428 64	703 90	
3	Arhol & Orange,	202 67	10,963 04	18,486 47	62.75	\$3,000 00	164 12	1,848 77	
4	Beverly & Danvers,	117 50	4,884 95	5,396 77	77.38	2,400 00	-	73 21	
5	Boston & Chelsea,	-	-	-	-	-	-	-	
6	Boston Elevated,	143,068 20	4,000,990 12	6,566,584 16	71.54	498,600 00	-	602,227 27	
7	Boston & Revere Electric,	-	-	-	-	-	-	-	
8	Braintree,	-	26,475 00	35,982 64	79.76	2,100 00	1,574 46	685 82	
9	Braintree & Weymouth,	125 00	21,820 01	31,581 16	65.04	4,000 00	228 18	2,219 08	
10	Bridgewater, Whitman & Rockland,	241 34	15,601 60	20,403 97	75.33	3,895 83	1,392 99	1,122 77	
11	Brockton,	8,564 48	112,319 33	212,436 27	63.21	37,098 51	7,482 16	9,999 65	
12	Brockton, Bridgewater & Taunton,	874 07	26,502 14	41,603 81	58.37	10,000 00	4,011 91	3,244 44	
13	Brockton & East Bridgewater,	36 19	10,154 74	13,833 21	75.07	-	1,984 02	633 59	
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-	
15	Commonwealth Avenue (Newton),	5,473 48	47,489 89	68,215 04	92.65	3,750 00	-	2,785 24	
16	Conway Electric,	-	-	-	-	-	-	-	
17	Cottage City,	54 00	2,688 78	5,096 26	77.34	-	2,957 28	208 11	
18	Dartmouth & Westport,	-	2,359 22	3,550 66	100.40	1,500 00	307 14	187 58	
19	Dighton, Somerset & Swansea,	1,029 76	62,314 47	68,052 80	70.22	4,500 00	-	2,424 81	
20	East Middlesex (Malden, etc.),	2,930 71	32,004 91	43,978 44	71.43	6,250 00	1,740 42	2,049 34	
21	East Taunton,	-	-	-	-	-	-	-	
22	East Wareham, Onset Bay & Pt. Ind.,	-	4,031 46	4,742 95	104.93	-	22 00	101 17	
23	Fall River,	318 15	5,450 26	7,322 37	150.16	-	388 37	766 88	
24	Fitchburg & Leominster,	4,454 50	54,356 95	86,176 93	64.16	7,500 00	2,939 61	5,655 55	
25	Fitchburg & Suburban,	616 92	2,957 22	3,760 50	64.96	-	42 00	300 62	

26	Framingham, Southboro' & Marlboro',	2,041 60	2,041 60	2,041 60	60.67	2,900 00	1,354 84	327 46
27	Framingham Union,	-	12,577 63	18,458 48	82.61	-	1,771 14	882 44
28	Gardner Electric,	189 41	9,832 24	14,128 17	62.62	-	2,265 85	5,897 78
29	Globe (Fall River),	3,185 82	123,537 90	199,329 75	67.15	71,200 00	4,565 84	2,260 65
30	Gloucester,	4,376 15	28,678 56	47,386 91	61.65	3,000 00	1,853 98	2,938 64
31	Gloucester, Essex & Beverly,	353 93	23,251 18	36,396 85	63.81	6,250 00	885 54	1,439 69
32	Gloucester & Rockport,	-	11,255 44	22,069 13	88.66	4,900 00	1,330 00	386 60
33	Greenfield & Turner's Falls,	1,315 03	8,905 03	12,110 77	65.12	-	1,002 21	1,371 59
34	Hanover,	277 94	38,518 16	58,389 39	75.34	26,500 00	1,850 07	945 95
35	Haverhill & Amesbury,	471 09	12,475 97	18,076 42	73.80	-	763 20	2,825 00
36	Haverhill, Georgetown & Danvers,	129 26	20,851 76	32,963 32	67.44	7,883 36	7,067 14	7,863 18
37	Hingham,	1,194 13	99,278 53	154,511 51	71.35	12,500 00	1,882 09	928 11
38	Holyoke,	2,722 20	29,014 53	54,697 37	102.17	5,000 00	-	125 00
39	Housac Valley (North Adams, etc.),	1,411 41	27 40	47 40	68.38	-	3,780 00	1,456 98
40	Hull,	-	57,460 20	92,582 99	58.19	6,000 00	1,608 04	1,253 82
41	Interstate Consolidated (of R. I.),	1,894 35	13,573 96	25,388 47	56.51	10,200 00	437 60	16,412 83
42	Leominster & Clinton,	847 03	163,716 67	235,681 13	61.39	69,289 59	19,375 19	14,984 44
43	Lowell, Lawrence & Haverhill,	10,459 44	144,520 88	238,088 80	57.66	50,000 00	14,761 02	27,690 18
44	Lowell & Suburban,	12,508 14	526,671 64	855,789 69	-	289,985 00	-	-
45	Lynn & Boston,	17,997 15	-	-	-	-	-	-
46	Mansfield & Easton,	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-
48	Marlborough,	-	18,134 18	34,926 78	90.50	4,725 00	1,394 92	2,022 30
49	Martha's Vineyard,	-	593 94	667 32	64.13	-	337 00	167 31
50	Milford, Holliston & Framingham,	685 62	31,195 45	49,999 00	59.90	6,187 50	2,117 11	3,208 60
51	Milford & Hopdale,	12 10	1,326 82	2,101 15	112.17	-	28 17	185 37
52	Mt. Tom (Northampton),	-	-	-	-	-	-	-
53	Mystic Valley (Stoneham, etc.),	9 37	7,572 97	11,088 20	81.66	-	1,297 87	470 70
54	Nantasket Electric,	-	-	-	-	-	-	-
55	Natick & Cohituate,	-	25,666 91	46,928 96	84.57	-	628 59	1,658 98

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898 — Continued.						
		50. — Other Transportation Expenses.	51. — Total Transportation Expenses.	52. — Total Operating Expenses.	53. — Per Cent to Earnings from Operation.	54. — Interest on Funded Debt.	55. — Interest and Discount on Loans.	56. — Taxes.
56	Newburyport & Amesbury,	\$1,652 74	\$27,658 09	\$54,928 82	91.71	\$9,150 00	\$6,536 84	\$792 79
57	Newton,	442 50	42,903 98	64,389 37	67.20	6,750 00	4,409 40	3,179 42
58	Newton & Boston,	393 83	28,043 26	46,568 32	71.23	6,250 00	2,592 32	1,510 82
59	Newtonville & Watertown,	—	—	—	—	—	958 69	409 74
60	Norfolk Central (Dedham, etc.),	248 62	18,346 62	25,639 64	72.36	750 00	5,070 97	1,179 16
61	Norfolk Southern (Dedham, etc.),	—	—	—	—	—	—	—
62	Norfolk Suburban (Hyde Park, etc.),	394 02	42,220 50	76,548 82	77.02	3,750 00	2,531 12	3,265 86
63	Northampton,	—	33,597 27	57,632 48	62.42	1,250 00	—	5,838 79
64	North End (Worcester),	—	—	—	—	3,750 00	—	—
65	North Woburn,	—	15,460 34	28,601 53	70.04	—	6,669 91	724 80
66	Norton & Attleborough,	36 90	3,003 35	3,245 88	84.38	480 86	—	—
67	Norton & Taunton,	19 80	1,388 28	1,541 37	77.40	378 91	—	—
68	Palmer & Monson,	—	4,497 45	7,672 10	88.84	—	717 07	314 61
69	People's (West Newbury),	51 10	6,298 74	10,403 38	92.57	1,066 67	—	25 17
70	Pittsfield Electric,	1,212 83	23,163 83	42,931 95	64.96	2,250 00	180 98	1,030 93
71	Plum Island Electric (Newbury, etc.),	—	3,882 95	7,315 62	62.34	—	363 73	204 75
72	Plymouth & Kingston,	48 45	17,100 47	24,733 83	67.15	1,750 00	1,839 18	1,582 77
73	Providence & Taunton,	—	7,438 29	12,855 91	36.16	625 00	1,024 54	600 00
74	Quincy & Boston,	560 30	50,238 27	87,614 67	64.55	—	4,270 63	7,548 31
75	Reading & Lowell,	14 35	11,960 51	15,564 94	92.93	—	3,285 15	784 50
76	Rockland & Abington,	1,227 06	45,747 94	65,127 28	83.62	5,381 41	2,189 09	1,989 49
77	Rockport,	13 61	15,161 88	19,785 03	69.58	—	1,050 00	1,569 00
78	Salem & Wakefield,	2 70	4,023 50	5,022 29	52.21	—	386 75	941 40
79	Shelburne Falls & Colrain,	99 43	5,443 04	8,013 21	68.15	2,892 61	467 88	295 02
80	Somerville,	—	—	—	—	—	—	—

81	Southbridge & Sturbridge.	389 36	14,462 03	19,082 80	68.42	2,825 00	230 25	974 37
82	South Middlesex (Natick, etc.).	337 78	21,717 86	36,032 88	63.08	5,000 00	2,572 04	1,688 74
83	Springfield.	-	279,167 06	430,399 48	73.80	22,500 00	8,082 66	26,913 69
84	Taunton.	1,503 87	25,178 91	38,221 92	54.25	27,500 00	4,869 42	2,590 93
85	Taunton & Brockton.	673 90	24,030 81	36,865 31	75.76	5,000 00	360 37	1,567 96
86	Union (New Bedford, etc.).	3,794 59	91,839 29	131,928 80	64.00	17,500 00	4,728 67	7,299 79
87	Wakefield & Stoneham.	625 39	19,050 01	35,917 45	57.87	7,500 00	4,376 27	2,467 30
88	Waren, Brookfield & Spencer.	282 25	19,483 18	29,534 88	61.22	6,250 00	1,475 78	2,163 80
89	Webster & Dudley.	-	2,893 91	3,422 98	72.74	-	-	-
90	Wellesley & Boston.	80 05	18,463 22	26,354 27	66.93	-	363 14	623 77
91	West End (Boston, etc.).	-	30,788 95	44,260 66	65.64	5,000 00	6,433 54	2,239 09
92	West Roxbury & Roslindale.	280 96	-	12,045 87	104.43	-	1,786 25	673 57
93	Winnisimmet (Chelsea).	20 33	8,249 12	44,069 16	74.18	10,000 00	6,818 93	2,350 66
94	Woburn & Reading.	-	29,293 16	11,498 31	81.72	-	-	70 30
95	Woonsocket (of Rhode Island).	-	8,915 60	384,253 32	73.30	32,600 00	2,873 68	20,304 71
96	Worcester & Blackstone Valley.	-	262,172 61	42,776 23	65.18	10,000 00	732 74	3,198 65
97	Worcester & Clinton.	3,986 17	26,617 47	-	-	1,100 00	-	-
98	Worcester Consolidated.	-	-	104,542 77	67.72	9,325 00	5,773 56	10,147 52
99	Worcester & Marlborough.	-	-	21,044 68	92.03	1,750 00	396 76	676 86
100	Worcester & Shrewsbury R.R..	-	-	-	-	-	-	-
101	Worcester & Shrewsbury St. Ry..	944 60	57,052 04	104,542 77	67.72	9,325 00	5,773 56	10,147 52
102	Worcester & Suburban.	84 84	16,584 90	21,044 68	92.03	1,750 00	396 76	676 86
103	Worcester (Westfield).	-	-	-	-	-	-	-
	Totals.	\$249,735 01	\$7,224,812 56	\$11,672,730 67	69.01	\$1,370,588 25	\$197,455 94	\$854,801 79

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1898 — Continued.								
RAILWAY COMPANIES.		57. — Rentals of Leased Rail- ways.	58. — Pay- ments to Sinking Funds, etc.	59. — Other Charges on In- come.	60. — Total Charges on In- come.	61. — Dividends Paid.	62. — Per- centage of Divi- dend Paid.	63. — Gross Expenditures.
1	Amherst & Sunderland,	-	-	\$540 39	\$1,901 27	-	-	\$14,250 88
2	Arlington & Winchester,	-	-	-	3,132 54	-	-	14,111 62
3	Athol & Orange,	-	-	495 00	5,497 89	\$4,800 00	8	28,784 36
4	Beverly & Danvers,	-	-	-	2,473 21	-	-	7,869 98
5	Boston & Chelsea,	-	-	-	-	7,260 00	6	7,260 00
6	Boston Elevated,	\$1,157,130 00	-	106,134 35	2,364,091 62	112,500 00	2.25	9,043,175 78
7	Boston & Revere Electric,	-	-	-	-	2,000 00	4	2,000 00
8	Braintree,	-	-	-	4,360 28	4,085 00	5	44,427 92
9	Braintree & Weymouth,	-	-	-	6,447 26	4,800 00	3	42,828 42
10	Bridgewater, Whitman & Rockland,	-	-	10 00	6,421 59	-	-	26,825 56
11	Brockton,	-	-	17,220 85	71,799 17	35,760 00	6	319,996 44
12	Brockton, Bridgewater & Taunton,	-	-	2,403 30	19,669 65	6,750 00	3	68,013 46
13	Brockton & East Bridgewater,	-	-	-	2,617 61	-	-	16,450 82
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	-	-	-	6,535 24	-	-	74,750 28
16	Conway Electric,	-	-	-	3,165 39	-	-	8,261 65
17	Cottage City,	-	-	-	1,994 72	-	-	6,545 38
18	Dartmouth & Westport,	-	\$6,200 00	1,980 23	15,105 04	12,000 00	8	95,157 84
19	Dighton, Somerset & Swansea,	-	-	12,354 24	22,394 00	-	-	66,372 44
20	East Middlesex (Malden, etc.),	-	-	500 00	500 00	23,816 00	8	24,316 00
21	East Taunton,	-	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	123 17	-	-	4,866 12
23	Fall River,	-	-	-	1,155 25	-	-	8,477 62
24	Fitchburg & Leominster,	-	-	6,983 57	23,078 73	20,000 00	8	129,256 66
25	Fitchburg & Suburban,	-	-	-	342 62	-	-	4,103 12

81	Southbridge & Sturbridge,	3,041 09	6,870 71	3,000 00	5	28,933 51
82	South Middlesex (Natick, etc.),	-	9,270 78	6,000 00	6	61,303 66
83	Springfield,	-	57,446 35	93,336 00	8*	581,181 83
84	Taunton,	3,183 09	38,073 44	-	-	76,296 36
85	Taunton & Brockton,	-	6,926 33	6,000 00	6	49,793 64
86	Union (New Bedford, etc.),	-	29,526 46	27,000 00	6	188,456 26
87	Wakefield & Stoneham,	300 00	14,643 57	7,500 00	5	56,061 02
88	Warren, Brookfield & Spencer,	1,708 66	11,618 24	-	-	41,153 12
89	Webster & Dudley,	-	-	-	-	3,422 98
90	Wellesley & Boston,	-	986 91	8,000 00	8	35,341 18
91	West End (Boston, etc.),	5,901 53	5,901 53	1,147,960 00	7 and 8*	1,153,851 83
92	West Roxbury & Roslindale,	-	13,672 63	5,250 00	3.5	63,183 29
93	Winnisimmet (Chelsea),	-	-	3,000 00	6	3,000 00
94	Woburn & Reading,	-	2,459 82	-	-	14,508 69
95	Woonsocket (of Rhode Island),	-	19,169 59	-	-	63,258 75
96	Worcester & Blackstone Valley,	-	70 30	-	-	11,568 61
97	Worcester & Clinton,	-	-	-	-	-
98	Worcester Consolidated,	3,896 05	72,324 44	56,000 00	8	622,577 76
99	Worcester & Marlborough,	-	13,931 39	12,000 00	6	68,707 62
100	Worcester & Shrewsbury R.R.,	2,935 95	4,035 95	-	-	4,035 95
101	Worcester & Shrewsbury St. Ry.,	5,025 28	30,271 36	1,000 00	5	1,000 00
102	Worcester & Suburban,	1,239 08	4,062 69	21,700 00	4	156,514 13
103	Woronoco (Westfield),	-	-	1,875 00	2.5	26,962 37
	Totals,	\$324,941 99	\$4,040,503 12	\$2,076,233 00	5.33	\$17,789,466 79

* On \$210,000 of capital stock.

† On \$40,000 of capital stock.

‡ On \$1,166,700 of capital stock.

§ Five per cent on \$175,000 and one and one-quarter per cent on \$25,000 of capital stock.

¶ Three and one-half per cent on \$420,000 and three and one-half per cent on \$400,000 of capital stock.

‡ Eight per cent on preferred stock, \$512,000, and seven per cent on common stock, \$633,960; total \$1,145,960.

REET RAILWAY

STATION	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	TOTAL
Newburyport & Amesbury											\$71,408 45
Newton											95,528 00
Newtonville & Watertown											65,833 40
Norfolk Central (Dedham, etc.)											2,429 27
Norfolk Southern (Dedham, etc.)											37,535 21
Norfolk Suburban (Hyde Park, etc.)											96,689 68
Northampton											91,252 39
North End (Worcester)											7,000 00
North Woburn											3,870 00
											13,125 00
											21,000 00
											3,870 00
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1899.]

EXHIBIT FOR THE YEAR.

329

26	Framingham, Southboro' & Marlboro',	1,023 65	-	1,023 65	-	1,023 65	-	1,023 65
27	Framingham Union,	11,965 44	-	11,965 44	4,182 30	7,783 14	-	7,783 14
28	Gardner Electric,	2,975 21	-	2,975 21	3,818 98	843 77d	-	-
29	Globe (Fall River),	119,009 31	-	119,009 31	79,413 63	39,596 68	-	39,596 68
30	Gloucester,	23,183 69	-	23,183 69	11,616 49	11,567 20	10,900 00	767 20
31	Gloucester, Essex & Beverly,	22,638 90	-	22,638 90	11,042 62	11,596 28	7,500 00	4,096 28
32	Gloucester & Rockport,	-	1,800 00	1,800 00	-	1,800 00	1,800 00	-
33	Greenfield & Turner's Falls,	12,516 07	-	12,516 07	7,225 23	5,290 84	4,000 00	1,290 84
34	Hanover,	1,549 14	-	1,549 14	1,716 60	167 46d	-	-
35	Haverhill & Amesbury,	31,275 77	-	31,275 77	30,981 70	394 07	-	394 07
36	Haverhill, Georgetown & Danvers,	5,916 98	-	5,916 98	2,796 02	3,120 96	-	3,120 96
37	Hingham,	11,704 01	-	11,704 01	19,881 96	8,177 96d	-	-
38	Holyoke,	74,585 99	-	74,585 99	38,944 16	35,641 83	32,000 00	3,641 83
39	Hoosac Valley (North Adams, etc.),	21,962 13	-	21,962 13	11,342 29	13,202 21	6,000 00	7,202 21
40	Hull,	1 70d	-	1 70d	625 00	625 70d	-	-
41	Interstate Consolidated (of R. I.),	42,811 34	169 15	42,980 49	11,236 98	31,743 51	22,800 00	8,943 51
42	Leominster & Clinton,	18,237 33	-	18,237 33	18,420 10	182 77d	-	-
43	Lowell, Lawrence & Haverhill,	198,763 28	3,101 45	199,864 73	109,625 44	90,239 29	60,000 00	30,239 29
44	Lowell & Suburban,	149,715 20	5,329 92	155,045 12	87,514 64	67,530 48	64,000 00	13,530 48
45	Lynn & Boston,	628,461 37	6,060 22	634,521 59	526,960 31	107,561 28	101,280 00	6,281 28
46	Mansfield & Easton,	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-
48	Marlborough,	3,666 66	281 18	3,927 84	8,142 22	4,214 38d	-	-
49	Martha's Vineyard,	372 78	-	372 78	324 31	151 55d	-	-
50	Milford, Holliston & Framingham,	33,471 96	-	33,471 96	13,230 21	20,241 74	-	20,241 74
51	Milford & Hopedale,	228 05d	-	228 05d	213 54	441 63d	-	-
52	Mt. Tom (Northampton),	-	6,000 00	6,000 00	-	6,000 00	6,000 00	-
53	Mystic Valley (Stonham, etc.),	2,490 60	-	2,490 60	1,768 57	722 03	-	722 03
54	Nantasket Electric,	-	-	-	-	-	-	-
55	Natick & Cohituate,	8,561 41	-	8,561 41	2,287 57	6,273 84	6,000 00	273 84

d Deduct.

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1888 — Concluded.								
RAILWAY COMPANIES.		57. — Rentals of Leased Railways.	58. — Payments to Sinking Funds, etc.	59. — Other Charges on Income.	60. — Total Charges on Income.	61. — Dividends Paid.	62. — Percentage of Dividend Paid.	63. — Gross Expenditures.
56	Newburyport & Amesbury, .	-	-	-	\$16,479 63	-	-	\$71,408 45
57	Newton, .	-	-	-	14,338 82	\$16,800 00	- 81	95,528 09
58	Newton & Boston, .	-	-	-	10,262 64	9,062 50	6.253	65,883 46
59	Newtonville & Watertown, .	-	-	\$1,060 94	2,429 27	-	-	2,429 27
60	Norfolk Central (Dedham, etc.), .	-	-	4,896 44	11,896 57	-	-	37,535 21
61	Norfolk Southern (Dedham, etc.), .	-	-	-	-	-	-	-
62	Norfolk Suburban (Hyde Park, etc.), .	-	-	-	7,015 86	13,125 00	7	96,689 68
63	Northampton, .	-	-	-	9,619 91	24,000 00	8	91,252 39
64	North End (Worcester), .	-	-	319 16	4,069 16	3,850 00	3.5	7,919 16
65	North Woburn,	-	-	-	7,394 71	-	-	35,996 24
66	Norton & Attleborough, .	-	-	-	480 86	-	-	3,726 74
67	Norton & Taunton, .	-	-	-	378 91	-	-	1,920 28
68	Palmer & Monson, .	-	-	-	1,031 68	-	-	8,703 78
69	People's (West Newbury), .	-	-	-	1,091 84	-	-	11,496 22
70	Pittsfield Electric, . .	-	278 24	-	3,740 15	3,600 00	63	60,272 10
71	Plum Island Electric (Newbury, etc.), .	-	-	-	568 48	-	-	7,884 00
72	Plymouth & Kingston, .	-	-	-	5,171 95	6,000 00	6	35,905 78
73	Providence & Taunton, .	-	-	-	2,249 54	-	-	15,105 45
74	Quincy & Boston, . .	-	-	-	11,818 94	31,853 50	74	131,287 11
75	Reading & Lowell, . .	-	-	-	4,069 65	-	-	19,624 69
76	Rockland & Abington, .	-	-	-	9,569 99	7,200 00	6	81,887 27
77	Rockport,	-	-	-	2,619 00	6,000 00	6	28,404 03
78	Salem & Wakefield, .	-	-	1,643 79	2,971 84	-	-	7,994 23
79	Shelburne Falls & Colrain, .	-	-	117 50	3,773 01	-	-	11,786 22
80	Somerville,	-	-	-	-	9,180 00	6	9,180 00

81	Southbridge & Sturbridge,	-	3,041 00	6,870 71	3,000 00	5	28,933 51
82	South Middlesex (Natick, etc.),	-	-	9,270 78	6,000 00	6	51,303 66
83	Springfield,	-	-	87,448 35	98,336 00	8 ^a	581,181 83
84	Taunton,	-	3,183 09	88,073 44	-	-	76,295 86
85	Taunton & Brockton,	-	-	6,928 33	6,000 00	6	49,783 64
86	Union (New Bedford, etc.),	-	-	29,528 45	27,000 00	6	188,455 26
87	Wakefield & Stoneham,	-	300 00	14,643 57	7,500 00	5	58,061 02
88	Warren, Brookfield & Spencer,	-	1,706 66	11,618 24	-	-	41,163 12
89	Webster & Dudley,	-	-	-	-	-	3,422 98
90	Wellesley & Boston,	-	-	965 91	8,000 00	8	35,341 18
91	West End (Boston, etc.),	-	5,901 53	5,901 53	1,147,950 00	7 and 8 ^a	1,153,851 53
92	West Roxbury & Roslindale,	-	-	13,672 63	5,250 00	3.5	63,183 29
93	Winnistimmet (Chelsea),	-	-	-	3,000 00	6	3,000 00
94	Woburn & Reading,	-	-	2,459 82	-	-	14,505 69
95	Woonsocket (of Rhode Island),	-	-	19,169 59	-	-	63,238 75
96	Worcester & Blackstone Valley,	-	-	70 30	-	-	11,568 61
97	Worcester & Clinton,	-	-	-	-	-	-
98	Worcester Consolidated,	\$12,750 00	3,886 05	72,324 44	56,000 00	8	522,577 76
99	Worcester & Marlborough,	-	-	13,931 39	12,000 00	6	68,707 62
100	Worcester & Shrewsbury R.R.,	-	2,935 95	4,035 95	-	-	4,035 95
101	Worcester & Shrewsbury St. Ry.,	-	5,025 28	30,271 36	1,000 00	5	1,000 00
102	Worcester & Suburban,	-	1,239 08	4,062 69	21,700 00	4	153,514 13
103	Woronoco (Westfield),	-	-	-	1,875 00	2.5	26,982 37
	Totals,	\$1,279,515 15	\$324,941 99	\$4,040,503 12	\$2,076,233 00	5.33	\$17,789,466 79

¹ On \$210,000 of capital stock.² On \$60,000 of capital stock.³ On \$1,166,700 of capital stock.^a Five per cent on \$175,000 and one and one-quarter per cent on \$25,000 of capital stock.^b Three and one-half per cent on \$490,000 and three and one-half per cent on \$490,000 of capital stock.^c Eight per cent on preferred stock, \$512,000, and seven per cent on common stock, \$635,950; total \$1,147,950.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR.						
		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
1	Amherst & Sunderland,	\$1,748 96d	-	\$1,748 96d	\$1,901 27	\$3,650 23d	-	-
2	Arlington & Winchester,	5,465 72	-	5,465 72	3,132 54	2,333 18	-	\$2,333 18
3	Athol & Orange,	10,972 88	-	10,972 88	5,497 89	5,474 99	\$4,800 00	674 99
4	Beverly & Danvers,	1,577 78	-	1,577 78	2,473 21	895 43d	-	-
5	Boston & Chelsea,	-	\$7,260 00	7,260 00	-	7,260 00	7,260 00	-
6	Boston Elevated,	2,612,512 19	78,156 59	2,690,668 78	2,364,091 62	328,577 16	112,500 00	214,077 16
7	Boston & Revere Electric,	-	2,000 00	2,000 00	-	2,000 00	2,000 00	-
8	Braintree,	9,130 97	-	9,130 97	4,360 28	4,770 69	4,085 00	685 69
9	Braintree & Weymouth,	16,977 11	-	16,977 11	6,447 26	10,529 85	4,800 00	5,729 85
10	Bridgewater, Whitman & Rockland,	6,681 26	-	6,681 26	6,421 59	259 67	-	259 67
11	Brockton,	123,617 92	1,549 57	125,167 49	71,799 17	53,368 32	35,760 00	17,608 32
12	Brockton, Bridgewater & Taunton,	29,673 28	-	29,673 28	19,659 65	10,013 63	6,750 00	3,263 63
13	Brockton & East Bridgewater,	4,694 49	-	4,694 49	2,617 61	1,976 88	-	1,976 88
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	5,415 36	-	5,415 36	6,535 24	1,119 88d	-	-
16	Conway Electric,	1,492 37	-	1,492 37	3,165 39	1,673 02d	-	-
17	Cottage City,	13 76d	-	13 76d	1,994 72	2,008 48d	-	-
18	Dartmouth & Westport,	28,861 57	-	28,861 57	15,105 04	13,756 53	12,000 00	1,756 53
19	Dighton, Somerset & Swansea,	17,590 69	2,623 50	20,214 19	22,394 00	2,179 81d	-	-
20	East Middlesex (Malden, etc.),	-	24,500 00	24,500 00	500 00	24,000 00	23,816 00	184 00
21	East Taunton,	223 13d	-	223 13d	123 17	-	-	-
22	East Wareham, Onset Bay & Ft. Ind.,	2,446 50d	-	2,446 50d	1,155 25	3,601 75d	-	-
23	Fall River,	48,137 80	-	48,137 80	23,078 73	25,059 07	20,000 00	5,059 07
24	Fitchburg & Leominster,	-	-	-	342 62	1,857 23	-	1,857 23
25	Fitchburg & Suburban,	2,029 86	-	2,029 86	-	-	-	-

26	Framingham, Southboro' & Marlboro',	1,023 65	-	-	1,023 65	-	-	1,023 65
27	Framingham Union,	11,945 44	-	-	11,945 44	-	-	7,783 14
28	Gardner Electric,	2,975 21	-	-	2,975 21	-	-	38,596 68
29	Globe (Fall River),	119,009 31	-	-	119,009 31	-	-	767 20
30	Gloucester,	23,183 69	-	-	23,183 69	-	10,800 00	-
31	Gloucester, Essex & Beverly,	22,638 90	-	-	22,638 90	-	7,500 00	4,086 28
32	Gloucester & Rockport,	-	1,800 00	-	1,800 00	-	1,800 00	-
33	Greenfield & Turner's Falls,	12,516 07	-	-	12,516 07	-	4,000 00	1,290 84
34	Hanover,	1,549 14	-	-	1,549 14	-	-	-
35	Haverhill & Amesbury,	31,275 77	-	-	31,275 77	-	-	394 07
36	Haverhill, Georgetown & Danvers,	5,916 98	-	-	5,916 98	-	-	3,120 96
37	Hingham,	11,704 01	-	-	11,704 01	-	-	-
38	Holyoke,	74,585 99	-	-	74,585 99	-	-	3,641 83
39	Hoosac Valley (North Adams, etc.),	21,962 13	2,882 37	-	24,544 50	11,342 29	32,000 00	7,202 21
40	Hull,	1 70d	-	-	1 70d	625 00	6,000 00	-
41	Interstate Consolidated (of R. I.),	42,811 34	169 15	-	42,880 49	11,236 98	22,800 00	8,943 51
42	Leominster & Clinton,	18,237 33	-	-	18,237 33	18,420 10	-	-
43	Lowell, Lawrence & Haverhill,	196,763 28	3,101 45	-	199,864 73	109,625 44	60,000 00	30,239 29
44	Lowell & Suburban,	149,715 20	5,329 92	-	155,045 12	87,514 64	54,000 00	13,530 48
45	Lynn & Boston,	628,461 37	6,060 22	-	634,521 59	526,960 31	101,280 00	6,281 28
46	Mansfield & Easton,	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-
48	Marlborough,	3,666 66	261 18	-	3,927 84	8,142 22	-	-
49	Martha's Vineyard,	372 78	-	-	372 78	524 31	-	-
50	Milford, Holliston & Framingham,	33,471 95	-	-	33,471 95	13,230 21	-	20,241 74
51	Milford & Hopedale,	228 09d	-	-	228 09d	213 54	-	-
52	Mt. Tom (Northampton),	-	6,000 00	-	6,000 00	-	6,000 00	-
53	Mystic Valley (Stoneham, etc.),	2,490 60	-	-	2,490 60	1,768 57	-	722 03
54	Nantasket Electric,	-	-	-	-	-	-	-
55	Natick & Cohituate,	8,561 41	-	-	8,561 41	2,287 57	6,000 00	273 84

d Deduct.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
56	Newburyport & Amesbury,	\$4,963 33	-	\$4,963 33	\$16,479 63	\$11,516 30 ^d	-	-
57	Newton,	31,431 42	-	31,431 42	14,338 82	17,092 60	\$16,800 00	\$292 60
58	Newton & Boston,	18,800 72	-	18,800 72	10,282 64	8,538 08	9,062 50	-
59	Newtonville & Watertown,	-	\$4,654 53	4,654 53	2,429 27	2,225 26	-	2,225 26
60	Norfolk Central (Dedham, etc.),	9,796 21	2,827 26	12,623 47	11,895 57	727 90	-	727 90
61	Norfolk Southern (Dedham, etc.),	-	-	-	-	-	-	-
62	Norfolk Suburban (Hyde Park, etc.),	22,841 81	-	22,841 81	7,015 86	15,825 95	13,125 00	2,700 95
63	Northampton,	34,663 96	-	34,663 96	9,619 91	25,074 05	24,000 00	1,074 05
64	North End (Worcester),	-	8,000 00	8,000 00	4,069 16	3,930 84	3,850 00	80 84
65	North Woburn,	12,236 16	-	12,236 16	7,394 71	4,841 45	-	4,841 45
66	Norton & Attleborough,	600 67	-	600 67	480 86	119 81	-	119 81
67	Norton & Taunton,	449 38	-	449 38	378 91	70 47	-	70 47
68	Palmer & Monson,	963 85	-	963 85	1,031 68	67 83 ^d	-	-
69	People's (West Newbury),	834 82	-	834 82	1,091 84	257 02 ^d	-	-
70	Pittsfield Electric,	23,138 30	232 32	23,370 62	3,740 15	19,630 47	3,600 00	16,030 47
71	Plum Island Electric (Newbury, etc.),	4,419 85	-	4,419 85	568 48	3,851 37	-	3,851 37
72	Plymouth & Kingston,	12,099 99	-	12,099 99	6,171 96	6,928 04	6,000 00	928 04
73	Providence & Taunton,	22,700 60	-	22,700 60	2,249 54	20,451 06	-	20,451 06
74	Quincy & Boston,	48,113 37	-	48,113 37	11,818 94	36,294 43	31,853 50	4,440 93
75	Reading & Lowell,	1,184 52	-	1,184 52	4,069 65	2,885 13 ^d	-	-
76	Rockland & Abington,	12,762 10	-	12,762 10	9,559 99	3,202 11	7,200 00	-
77	Rockport,	8,648 16	-	8,648 16	2,619 00	6,029 16	6,000 00	29 16
78	Salem & Wakefield,	4,595 51	-	4,595 51	2,971 94	1,623 57	-	1,623 57
79	Shelburne Falls & Colrain,	3,744 85	-	3,744 85	3,773 01	28 16 ^d	-	-
80	Somerville,	-	9,180 00	9,180 00	-	9,180 00	9,180 00	-

81	Southbridge & Sturbridge,	8,798 20	670 15	9 488 35	6,870 71	2,597 64	3,000 00	-
82	South Middlesex (Natick, etc.),	21,086 41	-	21,086 41	9,270 78	11,815 63	6,000 00	5,815 63
83	Springfield,	152,651 40	-	152,651 40	57,446 35	96,205 05	93,336 00	1,869 03
84	Taunton,	32,229 76	1,631 16	33,860 92	38,073 44	4,212 52d	-	-
85	Taunton & Brockton,	11,793 14	-	11,793 14	6,928 33	4,864 81	6,000 00	-
86	Union (New Bedford, etc.),	74,209 47	-	74,209 47	29,528 46	44,683 01	27,000 00	17,683 01
87	Wakefield & Stoneham,	26,145 86	-	26,145 86	14,643 57	11,502 29	7,600 00	4,002 29
88	Warren, Brookfield & Spencer,	18,706 17	-	18,706 17	11,618 24	7,087 93	-	7,087 93
89	Webster & Dudley,	1,283 07	-	1,283 07	-	1,283 07	-	1,283 07
90	Wellesley & Boston,	13,020 39	-	13,020 39	986 91	12,033 48	8,000 00	4,033 48
91	West End (Boston, etc.), . .	-	1,155,450 00	1,155,450 00	5,901 53	1,149,548 47	1,147,950 00	1,588 47
92	West Roxbury & Roslindale,	23,167 84	9 00	23,176 84	13,672 63	9,504 21	5,250 00	4,254 21
93	Winnisimmet (Chelsea), . . .	-	3,000 00	3,000 00	-	3,000 00	3,000 00	-
94	Woburn & Reading,	510 87d	-	510 87d	2,469 82	2,970 68d	-	-
95	Woonsocket (of Rhode Island),	15,344 29	-	15,344 29	19,169 59	3,825 30d	-	-
96	Worcester & Blackstone Valley,	2,571 84	-	2,571 84	70 30	2,501 54	-	2,501 54
97	Worcester & Clinton,	-	-	-	-	-	-	-
98	Worcester Consolidated, . . .	143,619 93	-	143,619 93	72,324 44	71,295 49	56,000 00	15,295 49
99	Worcester & Marlborough, . .	22,854 51	-	22,854 51	13,931 39	8,923 12	12,000 00	-
100	Worcester & Shrewsbury R.R.,	-	3,782 23	3,782 23	4,035 95	263 72d	-	-
101	Worcester & Shrewsbury St. Ry.,	-	1,000 00	1,000 00	-	1,000 00	1,000 00	-
102	Worcester & Suburban,	49,824 42	-	49,824 42	30,271 36	19,553 06	21,700 00	-
103	Woronoco (Westfield),	1,931 82	-	1,931 82	4,062 69	2,130 87d	1,875 00	-
	Totals,	\$5,242,674 54	\$1,331,830 60	\$6,574,505 14	\$4,040,503 12	\$2,534,002 02	\$2,076,233 00	\$459,366 33

a Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR—Continued.						
		71.—Deficit for the Year.	72.—Sur- plus Sept. 30, 1897.	73.—Defi- cit Sept. 30, 1897.	74.—Credits during Year.	75.—Debits during Year.	76.—Sur- plus Sept. 30, 1898.	77.—Defi- cit Sept. 30, 1898.
1	Amherst & Sunderland,	\$3,650 23	\$68 62	-	-	-	-	\$3,581 61
2	Arlington & Winchester,	-	2,173 50	-	-	\$1,500 00	\$3,006 68	-
3	Atliol & Orange,	-	15,948 16	-	-	-	16,623 15	-
4	Beverly & Danvers,	895 43	-	\$6,092 34	\$85 94	-	-	6,901 83
5	Boston & Chelsea,	-	-	-	-	-	-	-
6	Boston Elevated,	-	-	-	-	-	214,077 16	-
7	Boston & Revere Electric,	-	-	11,363 18	-	-	-	11,363 18
8	Braintree,	-	-	1,701 18	1,994 56	-	979 07	-
9	Braintree & Weymouth,	-	2,945 42	-	5 00	-	8,680 27	-
10	Bridgewater, Whitman & Rockland,	-	538 43	-	-	4,250 00	-	3,451 90
11	Brockton,	-	42,816 47	-	-	10,000 00	50,424 79	-
12	Brockton, Bridgewater & Taunton,	-	10,968 86	-	-	600 00	13,622 49	-
13	Brockton & East Bridgewater,	-	750 60	-	-	-	2,727 48	-
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	1,119 88	3,216 88	-	-	-	2,097 00	-
16	Conway Electric,	1,673 02	-	7,024 22	-	-	-	8,697 24
17	Cottage City,	2,008 48	4,556 52	-	-	-	2,548 04	-
18	Dartmouth & Westport,	-	17,351 51	-	-	-	19,108 04	-
19	Dighton, Somerset & Swansea,	2,179 81	8,256 96	-	-	-	6,077 15	-
20	East Middlesex (Malden, etc.),	-	-	16,597 82	4,332 00	-	-	12,061 82
21	East Taunton,	-	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	346 30	-	837 02	-	-	-	1,183 32
23	Fall River,	3,601 75	-	9,039 10	12,640 85	-	17,662 24	-
24	Fitchburg & Leominster,	-	15,289 16	-	-	2,685 99	1,687 23	-
25	Fitchburg & Suburban,	-	-	-	-	-	-	-

1899.]

EXHIBIT FOR THE YEAR.

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36 Framingham, Southboro' & Marlboro,	-	2,334 85	-	60,423 92	66,438 37	1,023 65
37 Framingham Union,	843 77	-	1,724 37	-	-	4,103 54
38 Gardner Electric,	-	17,646 02	-	-	40,000 00	2,568 14
39 Globe (Fall River),	-	23,089 14	-	-	235 10	-
40 Gloucester,	-	-	-	-	-	-
41 Gloucester, Essex & Beverly,	-	1,548 75	-	-	2,500 00	3,145 03
42 Gloucester & Rockport,	-	1,800 00	-	-	-	1,800 00
43 Greenfield & Turner's Falls,	-	5,244 17	-	-	-	6,535 91
44 Hanover,	167 46	-	4,526 96	-	-	4,694 44
45 Haverhill & Amesbury,	-	12,394 62	-	1,402 62	2,808 48	-
46 Haverhill, Georgetown & Danvers,	-	3,476 35	-	-	-	-
47 Hingham,	8,177 95	-	6,965 90	4,267 05	-	6,597 31
48 Holyoke,	-	36,603 58	-	25,015 00	-	65,260 41
49 Hoosac Valley (North Adams, etc.),	-	30,777 57	-	1,330 00	17,500 00	21,809 78
50 Hull,	626 70	1,658 03	-	-	1,031 33	-
51 Interstate Consolidated (of R. I.),	-	-	112,780 47	4,148 47	3,621 38	-
52 Leominster & Clinton,	182 77	-	1,315 70	-	9,250 00	103,309 87
53 Lowell, Lawrence & Haverhill,	-	100,340 76	-	-	29,802 84	10,748 47
54 Lowell & Suburban,	-	12,338 23	-	-	28,302 88	-
55 Lynn & Boston,	-	91,149 79	-	-	766 51	-
56 Mansfield & Easton,	-	-	-	-	-	-
57 Mansfield & Norton,	-	-	-	-	-	-
58 Marlborough,	4,214 38	4,422 61	-	-	-	208 23
59 Martha's Vineyard,	151 53	573 68	-	-	-	492 15
60 Milford, Holliston & Framingham,	-	481 67	-	50,000 00	53,300 00	17,423 41
61 Milford & Hopedale,	441 63	441 63	-	-	-	-
62 Mt. Tom (Northampton),	-	564 41	-	-	15 00	549 41
63 Mystic Valley (Stoneham, etc.),	-	842 92	-	-	-	1,564 96
64 Nantasket Electric,	-	2,629 02	-	-	2,629 02	-
65 Natick & Cohituate,	-	9,436 72	-	-	-	9,710 56

¹ After deducting from construction account, for reasons stated in last report of the Board, \$150,784.75, returned in 1897 as "Purchase of railway in 1894, amount due." See column 1 *ante*.

Tabulated Statements from Reports of Street Railway Companies—Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR—Concluded.					
		71.—Deficit for the Year.	72.—Sur- plus Sept. 30, 1897.	73.—Def- cit Sept. 30, 1897.	74.—Credits during Year.	75.—Debits during Year.	76.—Sur- plus Sept. 30, 1898.
56	Newburyport & Amesbury, .	\$11,516 30	-	\$3,913 29	-	-	\$15,429 59
57	Newton, .	-	\$20,861 72	-	-	\$21,154 32	-
58	Newton & Boston, .	524 42	6,497 32	-	-	5,972 90	2,690 69
59	Newtonville & Watertown, .	-	-	3,479 76	-	\$1,436 19	1,897 19
60	Norfolk Central (Dedham, etc.), .	-	-	1,882 09	-	743 00	-
61	Norfolk Southern (Dedham, etc.), .	-	-	-	-	-	-
62	Norfolk Suburban (Hyde Park, etc.), .	-	11,420 62	-	-	-	-
63	Northampton, .	-	20,874 41	19,319 36	-	21,948 46	19,238 52
64	North End (Worcester), .	-	-	12,976 35	-	-	8,134 90
65	North Woburn, .	-	-	-	-	-	-
66	Norton & Attleborough, .	-	-	-	-	119 81	-
67	Norton & Taunton, .	-	-	-	-	70 47	-
68	Palmer & Monson, .	67 83	-	-	-	-	67 83
69	People's (West Newbury), .	257 02	-	-	\$257 02	-	-
70	Pittsfield Electric, .	-	17,208 91	-	-	12,239 38	-
71	Plum Island Electric (Newbury, etc.), .	-	-	-	-	-	-
72	Plymouth & Kingston, .	-	2,592 75	-	-	3,851 37	-
73	Providence & Taunton, .	-	-	-	-	3,620 79	-
74	Quincy & Boston, .	-	38,778 31	-	16,924 60	20,451 06	-
75	Reading & Lowell, .	2,886 13	-	3,814 01	-	50,000 00	6,699 14
76	Rockland & Abington, .	3,997 89	8,540 55	-	-	4,542 66	-
77	Rockport, .	-	9,481 76	-	-	9,510 92	-
78	Salem & Wakefield, .	-	-	-	-	1,623 57	-
79	Shelburne Falls & Colrain, .	28 16	-	908 79	-	-	936 95
80	Somerville, .	-	-	-	-	-	-

1899.]

EXHIBIT FOR THE YEAR.

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81	Southbridge & Sturbridge,	402 36	4,881 22	-	-	-	380 51	4,098 35	-
82	South Middlesex (Natick, etc.),	-	5,027 42	-	-	-	1,482 38	9,360 67	-
83	Springfield,	-	165,442 28	-	-	-	50,000 00	263,161 33	-
84	Taunton,	4,212 52	22,396 52	-	-	-	24,393 96	-	6,208 98
85	Taunton & Brockton,	1,186 19	3,403 11	-	-	-	-	2,267 92	-
86	Union (New Bedford, etc.),	-	77,680 44	-	-	-	51,461 69	50,000 00	-
87	Wakefield & Stoneham,	-	4,011 66	-	-	-	3,430 28	4,583 67	-
88	Warren, Brookfield & Spencer,	-	2,316 65	-	-	-	-	9,404 58	-
89	Weber & Dudley,	-	-	-	-	-	-	1,283 07	-
90	Wellesley & Boston,	-	1,980 29	-	-	-	2,000 00	4,023 77	-
91	West End (Boston, etc.),	-	71,714 63	-	-	-	-	73,313 10	-
92	West Roxbury & Roslindale,	-	8,376 57	-	-	-	1,615 96	11,014 80	-
93	Winnisimmet (Chelsea),	-	123 35	-	-	-	-	123 35	-
94	Woburn & Reading,	2,970 69	-	1,800 99	-	-	-	-	4,271 68
95	Woonsocket (of Rhode Island),	3,825 30	-	41,211 05	-	-	-	-	45,036 35
96	Worcester & Blackstone Valley,	-	-	77 93	-	-	-	2,423 61	-
97	Worcester & Clinton,	-	-	-	-	-	-	-	-
98	Worcester Consolidated,	-	101,490 37	-	-	-	-	116,785 86	-
99	Worcester & Marlborough,	3,076 88	11,923 68	-	-	15,110 88	-	23,987 68	-
100	Worcester & Shrewsbury R.R.,	253 72	85,465 87	-	-	-	-	85,212 15	-
101	Worcester & Shrewsbury St. Ry.,	-	22 05	-	-	-	-	22 05	-
102	Worcester & Suburban,	2,146 94	12,089 46	-	-	-	-	9,952 52	-
103	Woronoco (Westfield),	4,005 87	2,469 27	-	-	53 29	3,436 09	-	4,919 40
	Totals,	\$71,587 31	\$1,241,826 80	\$268,851 90	\$349,969 44	\$1,627,043 36	\$448,660 84	\$1,627,043 36	\$294,990 84

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF RAILWAY (LENGTH IN MILES).						
		78.—Main Track Owned.	79.—Sid- ings, Switches, etc., Owned.	80.—Total Track Owned.	81.—Main Track Operated.	82.—By Horse Power.	83.—By Electric Power.	84.—By Horse and Electric Power.
1	Amherst & Sunderland,	4.353	.125	4.478	4.353	-	4.353	-
2	Arlington & Winchester,	3.330	.071	3.401	3.330	-	3.330	-
3	Althol & Orange,	6.880	.440	7.320	6.880	-	6.880	-
4	Beverly & Danvers,	3.027	.138	3.165	4.295	-	4.295	-
5	Boston & Chelsea,	4.116	.038	4.154	-	-	-	-
6	Boston Elevated,	-	-	-	278.352	2.715	268.216	7.421
7	Boston & Revere Electric,	3.800	.430	4.230	-	-	-	-
8	Brantree,	11.170	.640	11.710	14.260	-	14.260	-
9	Brantree & Weymouth,	11.630	.720	12.350	11.880	-	11.880	-
10	Bridgewater, Whitman & Rockland,	11.450	.180	11.630	12.680	-	12.680	-
11	Brockton,	43.367	1.918	45.285	43.367	-	43.367	-
12	Brockton, Bridgewater & Taunton,	20.912	.998	21.910	21.076	-	21.076	-
13	Brockton & East Bridgewater,	4.261	.171	4.432	9.221	-	9.221	-
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	11.261	.801	12.062	12.731	-	12.731	-
16	Conway Electric,	5.910	.440	6.350	5.910	-	5.910	-
17	Cottage City,	5.350	.500	5.850	5.350	-	5.350	-
18	Dartmouth & Westport,	9.306	.535	9.841	13.736	-	13.736	-
19	Dighton, Somerset & Swansea,	12.182	.687	12.769	16.785	-	16.785	-
20	East Middlesex (Malden, etc.),	16.500	1.810	18.310	-	-	-	-
21	East Taunton,	-	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	2.014	1.006	3.020	2.014	2.014	-	-
23	Fall River,	2.538	.167	2.695	2.538	-	2.538	-
24	Fitchburg & Leominster,	21.430	2.530	23.960	21.430	-	21.430	-
25	Fitchburg & Suburban,	4.660	.220	4.880	4.660	-	4.660	-

26	Framlingham, Southboro' & Marlboro',	7,386	.094	7,489	7,386	-	7,386	-	7,386	-	3,040
27	Framlingham Union,	6,308	.478	6,836	6,308	.288	6,070		6,070		
28	Gardner Electric,	4,340	.114	4,454	4,340	-	4,340		4,340		
29	Globe (Fall River),	29,089	2,058	31,147	29,089	-	29,089		29,089		
30	Gloucester,	9,970	.490	10,460	11,260	-	11,260		11,260		
31	Gloucester, Essex & Beverly,	22,500	.625	23,125	22,711	-	22,711		22,711		
32	Gloucester & Rockport,	1,280	.250	1,530	-	-	-		-		
33	Greenfield & Turner's Falls,	12,860	.410	13,270	12,860	-	12,860		12,860		
34	Haverhill,	5,065	.286	5,351	6,477	-	6,477		6,477		
35	Haverhill & Amesbury,	26,360	1,360	28,720	26,040	2,480	20,520		20,520		
36	Haverhill, Georgetown & Danvers,	5,643	.041	5,684	6,130	-	6,130		6,130		
37	Hingham,	17,432	1,327	18,759	19,381	-	19,381		19,381		
38	Holyoke,	29,682	2,800	32,482	30,582	-	30,582		30,582		
39	Housac Valley (North Adams, etc.),	13,006	.421	13,427	13,006	-	13,006		13,006		
40	Hull,	1,733	.094	1,827	2,207	-	2,207		2,207		
41	Interstate Consolidated (of R. I.),	22,420	2,320	24,740	22,420	-	22,420		22,420		
42	Leominster & Clinton,	11,465	.712	12,177	11,465	-	11,465		11,465		
43	Lowell, Lawrence & Haverhill,	63,069	1,490	64,559	64,816	-	64,816		64,816		
44	Lowell & Suburban,	64,773	3,753	68,526	64,773	-	64,773		64,773		
45	Lynn & Boston,	121,713	7,337	129,050	163,832	-	163,832		163,832		
46	Mansfield & Easton,	-	-	-	-	-	-		-		
47	Mansfield & Norton,	7,541	.572	8,113	7,541	-	7,541		7,541		
48	Martha's Vineyard,	1,100	-	1,100	1,100	-	1,100		1,100		
49	Milford, Holliston & Frammingham,	20,314	.231	20,545	20,339	-	20,339		20,339		
50	Milford & Hopdale,	2,280	.160	2,440	2,280	-	2,280		2,280		
51	Mt. Tom (Northampton),	900	.100	1,000	-	-	-		-		
52	Mystic Valley (Stoneham, etc.),	3,314	.062	3,396	3,314	-	3,314		3,314		
53	Nantasket Electric,	2,089	.124	2,213	-	-	-		-		
54	Natick & Cohituate,	11,000	.500	11,500	11,000	-	11,000		11,000		

1 By steam power.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded.						
		78.—Main Track Owned.	79.—Sid- ings, Switches, etc., Owned.	80.—Total Track Owned.	81.—Main Track Operated.	82.—By Horse Power.	83.—By Electric Power.	84.—By Horse and Electric Power.
56	Newburyport & Amesbury, . . .	18.377	1.734	20.111	18.377	—	18.377	—
57	Newton, . . .	13.286	.568	13.854	15.786	—	15.786	—
58	Newton & Boston, . . .	9.430	.700	10.130	13.823	—	13.823	—
59	Newtonville & Watertown, . . .	4.293	.159	4.452	—	—	—	—
60	Norfolk Central (Dedham, etc.), . . .	6.517	.183	6.700	6.517	—	6.517	—
61	Norfolk Southern (Dedham, etc.), . . .	—	.726	—	—	—	—	—
62	Norfolk Suburban (Hyde Park, etc.), . . .	10.947	1.431	11.873	10.947	—	10.947	—
63	Northampton, . . .	17.125	.135	18.566	17.125	—	17.125	—
64	North End (Worcester), . . .	4.995	.210	5.130	—	—	—	—
65	North Woburn, . . .	7.340	.210	7.550	7.302	—	7.302	—
66	Norton & Attleborough, . . .	5.700	.170	5.870	5.700	—	5.700	—
67	Norton & Taunton, . . .	8.500	.142	8.642	8.500	—	8.500	—
68	Palmer & Monson, . . .	9.450	.160	9.610	9.450	—	9.450	—
69	People's (West Newbury), . . .	7.270	.275	7.545	12.016	—	12.016	—
70	Pittsfield Electric, . . .	10.097	.504	10.601	10.097	—	10.097	—
71	Plum Island Electric (Newbury, etc.), . . .	4.239	.222	4.461	5.046	—	5.046	—
72	Plymouth & Kingston, . . .	8.750	.430	9.180	8.750	—	8.750	—
73	Providence & Taunton, . . .	13.500	.600	14.100	14.922	—	14.922	—
74	Quincy & Boston, . . .	30.057	.990	31.047	30.057	—	30.057	—
75	Reading & Lowell, . . .	11.840	.140	11.980	11.840	—	11.840	—
76	Rockland & Abington, . . .	16.415	1.309	17.724	17.225	—	17.225	—
77	Rockport, . . .	7.400	.100	7.500	8.160	—	8.160	—
78	Salem & Wakefield, . . .	6.013	.370	6.383	6.013	—	6.013	—
79	Shelburne Falls & Colrain, . . .	6.530	.480	7.010	6.530	—	6.530	—
80	Somerville, . . .	7.780	.253	8.033	—	—	—	—

81	Southbridge & Starbridge, . . .	7.748	.262	8.010	7.748	7.748	-	7.748	-
82	South Middlesex (Natick, etc.), . .	13.070	.443	13.513	13.070	13.070	-	13.070	-
83	Springfield, . . .	61.606	4.390	66.996	61.606	61.606	-	61.606	-
84	Taunton, . . .	17.133	1.263	18.396	17.133	17.133	-	17.133	-
85	Taunton & Brockton, . . .	13.044	.419	13.463	17.230	17.230	-	17.230	-
86	Union (New Bedford, etc.), . . .	19.960	3.747	23.707	19.960	19.960	-	19.960	-
87	Wakefield & Stoneham, . . .	14.700	.928	15.628	15.300	15.300	-	15.300	-
88	Warren, Brookfield & Spencer, . .	19.219	.492	19.711	19.219	19.219	-	19.219	-
89	Webster & Dudley, . . .	4.450	.210	4.660	4.450	4.450	-	4.450	-
90	Wellesley & Boston, . . .	4.660	.210	4.870	4.660	4.660	-	4.660	-
91	West End (Boston, etc.), . . .	254.964	34.862	289.816	-	-	-	-	-
92	West Roxbury & Roslindale, . . .	10.266	.666	10.922	10.266	10.266	-	10.266	-
93	Winnisimmet (Chelsea), . . .	2.010	.143	2.153	-	-	-	-	-
94	Woburn & Reading, . . .	4.850	.310	5.160	5.680	5.680	-	5.680	-
95	Woonsocket (of Rhode Island), . .	18.323	.827	19.150	18.323	18.323	-	18.323	-
96	Worcester & Blackstone Valley, . .	6.920	.290	7.120	6.920	6.920	-	6.920	-
97	Worcester & Clinton, . . .	9.812	.190	10.002	-	-	-	-	-
98	Worcester Consolidated, . . .	33.160	.740	33.890	41.815	39.125	-	39.125	2.680 ¹
99	Worcester & Marlborough, . . .	16.870	.650	17.520	17.360	17.360	-	17.360	-
100	Worcester & Shrewsbury R.R., . .	2.700	.500	3.200	-	-	-	-	-
101	Worcester & Shrewsbury St. Ry., .	.425	.034	.459	-	-	-	-	-
102	Worcester & Suburban, . . .	21.913	1.429	23.342	21.913	21.913	-	21.913	-
103	Woronoco (Westfield), . . .	7.084	.225	7.309	7.084	7.084	-	7.084	-
Totals, ² . . .		1,537.975	106.685	1,644.660	1,590.962	1,570.304	7.497	1,570.304	13.151

¹ By steam power.² Not including the Fall River, the Hull, the Milford & Hopedale, the Nantasket Electric, and the People's.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF EQUIPMENT.						90.—Horses.	91.—Electric Motors.
		85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehicles.	88.—Electric Cars.	89.—Equipped with Fenders.			
1	Amherst & Sunderland,	2	2	1	4	-	-	-	8
2	Arlington & Winchester,	2	2	1	4	4	-	-	8
3	Athol & Orange,	5	5	2	10	-	-	-	22
4	Beverly & Danvers,	1	1	1	2	2	-	-	4
5	Boston & Chelsea,	-	-	-	-	-	-	-	-
6	Boston Elevated,	1,477	1,363	1,171	2,591	2,591	437	-	3,370
7	Boston & Revere Electric,	-	-	-	-	-	-	-	-
8	Braintree,	7	5	1	12	12	1	-	16
9	Braintree & Weymouth,	8	13	8	21	21	1	-	28
10	Bridgewater, Whitman & Rockland,	6	6	2	12	12	-	-	24
11	Brockton,	50	65	35	109	109	4	-	143
12	Brockton, Bridgewater & Taunton,	10	14	9	24	24	1	-	44
13	Brockton & East Bridgewater,	3	3	1	6	6	-	-	12
14	Boston, Milton & Brockton,	-	-	-	-	-	-	-	-
15	Commonwealth Avenue (Newton),	11	28	8	39	39	-	-	74
16	Conway Electric,	2	-	7	2	-	-	-	2
17	Cottage City,	4	6	2	7	-	-	-	7
18	Dartmouth & Westport,	11	21	6	33	33	-	-	64
19	Dighton, Somerset & Swansea,	10	20	9	32	32	1	-	30
20	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-	-
21	East Taunton,	-	-	-	-	-	-	-	-
22	East Wareham, Onset Bay & Pt. Ind.,	4	8	7	-	-	13	-	-
23	Fall River,	3	4	2	7	6	-	-	12
24	Fitchburg & Leominster,	20	28	27	47	47	5	-	80
25	Fitchburg & Suburban,	3	7	2	10	10	-	-	22

26	Frammingham, Southboro' & Marlboro',	-	9	5	9	5	5	16
27	Frammingham Union,	3	2	8	2	8	8	21
28	Gardner Electric,	51	23	98	98	98	6	13
29	Globe (Fall River),	9	6	25	25	25	5	124
30	Gloucester,						2	27
31	Gloucester, Essex & Beverly,	8	8	24	24	24	2	46
32	Gloucester & Rockport,	-	-	-	-	-	-	-
33	Greenfield & Turner's Falls,	5	4	13	13	-	1	24
34	Hanover,	2	2	8	8	4	1	14
35	Haverhill & Amesbury,	16	18	36	36	36	5	61
36	Haverhill, Georgetown & Danvers,	3	1	7	7	7	-	14
37	Hingham,	7	7	27	27	27	-	56
38	Holyoke,	33	19	86	86	86	4	139
39	Hoosac Valley (North Adams, etc.),	10	5	23	23	23	-	23
40	Hull,	3	1	2	2	2	-	8
41	Interstate Consolidated (of R. L.),	26	5	59	59	44	2	73
42	Leominster & Clinton,	6	7	14	14	14	1	28
43	Lowell, Lawrence & Haverhill,	73	75	152	152	148	10	216
44	Lowell & Suburban,	64	61	122	122	122	.9	266
45	Lynn & Boston,	218	112	483	483	483	34	729
46	Mansfield & Easton,	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-
48	Marlborough,	6	7	15	15	15	-	25
49	Martha's Vineyard,	-	-	-	-	-	-	-
50	Milford, Holliston & Frammingham,	9	10	24	24	24	2	60
51	Milford & Hopedale,	3	1	5	5	5	-	8
52	Mt. Tom (Northampton),	-	-	-	-	-	-	-
53	Mystic Valley (Stonham, etc.),	1	1	3	3	3	-	8
54	Nantasket Electric,	-	-	-	-	-	-	-
55	Natick & Cohituate,	9	3	19	19	19	1	31

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT—Concluded.					
	85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehicles.	88.—Electric Cars.	89.—Equipped with Fenders.	90.—Horses.
						91.—Electric Motors.
56 Newburyport & Amesbury, . . .	12	22	17	26	15	5
57 Newton, . . .	16	18	13	32	32	2
58 Newton & Boston, . . .	11	12	9	23	23	2
59 Newtonville & Watertown, . . .	-	-	-	-	-	-
60 Norfolk Central (Dedham, etc.), . .	5	6	1	11	5	-
61 Norfolk Southern (Dedham, etc.), .	-	-	-	-	-	-
62 Norfolk Suburban (Hyde Park, etc.),	13	19	8	32	32	-
63 Northampton, . . .	16	16	19	33	33	3
64 North End (Worcester), . . .	-	-	-	-	-	-
65 North Woburn, . . .	6	9	10	11	11	1
66 Norton & Attleborough, . . .	2	4	-	6	6	-
67 Norton & Taunton, . . .	3	4	-	7	7	-
68 Palmer & Monson, . . .	-	10	1	10	-	-
69 People's (West Newbury), . . .	5	8	3	9	9	-
70 Pittsfield Electric, . . .	11	12	3	18	18	3
71 Plum Island Electric (Newbury, etc.),	-	8	2	8	-	-
72 Plymouth & Kingston, . . .	6	6	5	12	12	1
73 Providence & Taunton, . . .	6	12	4	19	19	-
74 Quincy & Boston, . . .	20	26	14	46	46	2
75 Reading & Lowell, . . .	3	4	1	7	7	-
76 Rockland & Abington, . . .	14	16	9	30	30	1
77 Rockport, . . .	4	4	2	8	8	-
78 Salem & Wakefield, . . .	3	4	-	7	7	-
79 Shelburne Falls & Colrain, . . .	3	1	11	2	-	-
80 Somerville, . . .	-	-	-	-	-	-

81	Southbridge & Sturbridge, . . .	552,386	71,320	10,785	149,888	15	53	51
82	South Middlesex (Natick, etc.), . .	1,134,670	86,816	10,353	299,181	30	39	36
83	Springfield, . . .	11,611,232	189,479	321,129	3,133,473	430	391	343
84	Taunton, . . .	1,269,804	74,115	60,610	383,711	75	27	7
85	Taunton & Brockton, . . .	949,244	55,063	8,261	249,362	15	77	75
86	Union (New Bedford, etc.), . . .	3,776,878	189,222	159,426	799,738	160	82	70
87	Wakefield & Stoneham, . . .	1,123,681	73,635	34,453	374,431	42	15	15
88	Warren, Brookfield & Spencer, . .	966,236	60,275	11,904	288,827	36	19	19
89	Webster & Dudley, . . .	96,952	21,562	-	-	12	72	71
90	Wellesley & Boston, . . .	709,387	152,336	23,609	220,980	20	14	14
91	West End (Boston, etc.), . . .	-	-	-	-	-	7,647	6,704
92	West Roxbury & Roslindale, . . .	1,460,920	142,307	30,605	323,023	28	54	53
93	Winnisimmet (Chelsea), . . .	-	40,932	8,824	81,208	10	13	37
94	Woburn & Reading, . . .	232,494	64,710	56,400	359,890	45	18	12
95	Woonsocket (of Rhode Island), . .	1,185,580	-	-	-	17	16	10
96	Worcester & Blackstone Valley, . .	281,403	40,655	8,949	110,098	17	23	16
97	Worcester & Clinton, . . .	-	-	-	-	325	6	23
98	Worcester Consolidated, . . .	10,637,221	251,388	338,846	2,121,402	40	82	3
99	Worcester & Marlborough, . . .	1,239,738	70,537	9,875	342,877	-	6	71
100	Worcester & Shrewsbury R.R., . .	-	-	-	-	-	6	6
101	Worcester & Shrewsbury St. Ry., .	3,275,611	149,483	59,375	714,520	95	201	6
102	Worcester & Suburban, . . .	485,636	68,554	42,402	237,497	27	32	190
103	Worcester (Westfield), . . .	-	-	-	-	-	-	31
	Totals, . . .	330,889,629	207,982	6,887,976	68,206,415	10,416	14,696	13,004

! Not including the Fall River, the Hull, the Milford & Hopedale, the Nantasket Electric, and the People's.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC.					STOCKHOLDERS.	
		92.—Total Passengers Car- ried.	93.—Average Number per Mile of Main Track Operated.	94.—Round Trips Run.	95.—Car Miles Run.	96.—Number of Employees.	97.—Total Number.	98.—In Massachusetts.
1	Amberst & Sunderland,	211,585	48,907	9,314	69,351	9	53	53
2	Arlington & Winchester,	330,684	99,277	12,189	79,210	10	15	14
3	Athol & Orange,	602,227	87,633	16,987	114,075	20	8	7
4	Beverly & Danvers,	138,813	32,320	6,703	48,399	4	27	20
5	Boston & Chelsea,	—	—	—	—	—	103	81
6	Boston Elevated,	181,321,295	651,410	3,141,061	32,209,160	5,328	1,541	1,242
7	Boston & Revere Electric,	—	—	—	—	—	8	7
8	Braintree,	944,094	66,204	21,752	267,364	30	40	40
9	Braintree & Weymouth,	992,063	83,507	22,250	267,335	33	176	171
10	Bridgewater, Whitman & Rockland,	646,486	43,066	10,220	220,363	20	71	71
11	Brockton,	6,787,425	156,511	176,690	1,463,110	175	167	154
12	Brockton, Bridgewater & Taunton,	1,333,082	64,200	13,834	490,006	45	98	96
13	Brockton & East Bridgewater,	364,512	39,531	7,300	105,528	12	17	15
14	Boston, Milton & Brockton,	—	—	—	—	—	45	45
15	Commonwealth Avenue (Newton),	1,447,822	113,724	63,885	478,017	68	29	29
16	Conway Electric,	51,403	8,698	1,890	30,038	6	80	76
17	Cottage City,	70,738	13,124	3,920	35,327	14	30	30
18	Dartmouth & Westport,	551,674	40,163	12,276	337,232	45	65	57
19	Dighton, Somerset & Swansea,	776,266	46,188	9,663	282,691	26	68	61
20	East Middlesex (Malden, etc.),	—	—	—	—	—	105	94
21	East Taunton,	—	—	—	—	—	71	71
22	East Wareham, Onset Bay & Pt. Ind.,	28,992	14,395	3,206	9,688	8	42	38
23	Fall River,	107,832	42,888	10,747	54,554	12	27	24
24	Fitchburg & Leominster,	2,178,863	101,673	80,562	671,274	70	60	59
25	Fitchburg & Suburban,	112,769	24,197	3,429	32,648	13	13	13

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.	VOLUME OF TRAFFIC—Continued.					STOCKHOLDERS—Continued.	
	92.—Total Passengers Car- ried.	93.—Average Number per Mile of Main Track Operated.	94.—Round Trips Run.	95.—Car Miles Run.	96.—Number of Employees.	97.—Total Number.	98.—In Massachusetts.
56 Newburyport & Amesbury,	1,139,652	62,015	26,671	320,066	50	30	30
57 Newton,	1,827,120	115,743	50,666	465,458	60	73	71
58 Newton & Boston,	1,068,486	79,468	31,385	455,530	61	46	45
59 Newtonville & Woburn,	—	—	—	—	12	12	12
60 Norfolk Central (Dedham, etc.),	712,551	109,337	14,716	185,583	42	42	41
61 Norfolk Southern (Dedham, etc.),	—	—	—	—	—	49	46
62 Norfolk Suburban (Hyde Park, etc.),	1,972,521	180,186	41,554	423,966	55	83	76
63 Northampton,	1,812,627	106,847	50,412	487,369	67	160	144
64 North End (Worcester),	—	—	—	—	48	48	47
65 North Woburn,	809,869	103,803	13,243	189,073	25	63	69
66 Norton & Attleborough,	76,931	13,497	2,987	34,051	12	33	33
67 Norton & Taunton,	39,815	4,684	1,183	20,111	16	48	48
68 Palmer & Moseon,	176,845	18,714	6,246	50,884	28	83	90
69 People's (West Newbury),	220,942	18,387	1,974	47,214	10	15	15
70 Pittsfield Electric,	1,315,635	130,587	29,579	260,800	32	36	36
71 Plum Island Electric (Newbury, etc.),	224,707	46,513	8,123	42,802	20	6	6
72 Plymouth & Kingston,	691,048	78,977	10,152	181,550	16	38	32
73 Providence & Taunton,	673,714	46,149	5,292	99,983	25	47	40
74 Quincy & Boston,	2,713,342	90,240	76,957	564,141	99	290	265
75 Reading & Lowell,	332,530	28,085	5,945	146,373	15	14	13
76 Rockland & Abington,	1,521,681	88,336	40,408	397,812	55	81	81
77 Rockport,	567,164	69,506	9,768	146,377	10	10	10
78 Salem & Wakefield,	186,471	30,845	4,357	62,152	8	13	11
79 Shelburne Falls & Colrain,	168,968	24,247	4,671	30,361	10	102	98
80 Somerville,	—	—	—	—	—	7	7

81	Southbridge & Sturbridge,	552,586	71,329	10,785	149,588	15	53	51
82	South Middlesex (Natick, etc.),	1,184,670	86,816	10,353	269,181	80	39	38
83	Springfield,	11,611,252	189,479	321,129	3,133,475	430	391	348
84	Taunton,	1,269,804	74,115	60,610	383,711	75	27	7
85	Taunton & Brockton,	949,244	55,093	8,261	249,362	15	77	75
86	Union (New Bedford, etc.),	3,776,878	189,222	159,428	799,738	160	82	70
87	Wakefield & Stoneham,	1,123,631	73,835	34,433	374,431	42	15	15
88	Warren, Brookfield & Spencer,	966,236	50,275	11,804	288,827	36	19	19
89	Wester & Dudley,	95,982	21,582	-	-	12	72	71
90	Wellesley & Boston,	709,837	152,336	23,609	220,980	20	14	14
91	West End (Boston, etc.),	-	-	-	-	-	7,647	6,704
92	West Roxbury & Roslindale,	1,460,920	142,307	30,605	323,023	26	54	53
93	Winnisimmet (Chelsea),	-	-	-	-	-	39	37
94	Woburn & Reading,	232,494	40,832	8,824	84,208	10	13	12
95	Woonsocket (of Rhode Island),	1,185,680	64,710	56,400	359,890	45	18	10
96	Worcester & Blackstone Valley,	281,403	40,665	8,999	110,098	17	16	16
97	Worcester & Clinton,	-	-	-	-	-	23	23
98	Worcester Consolidated,	10,637,221	254,388	338,846	2,121,402	325	6	3
99	Worcester & Marlborough,	1,229,738	70,837	9,875	342,877	40	82	71
100	Worcester & Shrewsbury R.R.,	-	-	-	-	-	6	6
101	Worcester & Shrewsbury St. Ry.,	-	-	-	-	-	6	6
102	Worcester & Suburban,	3,275,611	149,483	59,375	714,529	95	201	190
103	Woronoco (Westfield),	485,636	68,554	42,402	237,497	27	32	31
	Totals,	330,889,629	207,982	6,887,976	68,206,418	10,416 ¹	14,698 ¹	13,068 ¹

¹ Not including the Fall River, the Hull, the Milford & Hopedale, the Nantasket Electric, and the People's.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1898.					
		99.—To Passengers.	100.—To Employees.	101.—To other Persons.	102.—Fatal.	103.—Not Fatal.	104.—Total.
							105.—Total during Preceding Year.
1	Amherst & Sunderland,	—	—	1	—	1	1
2	Arlington & Winchester,	1	—	—	—	1	2
3	Athol & Orange,	1	—	—	—	1	—
4	Beverly & Danvers,	—	—	—	—	—	—
5	Boston & Chelsea,	—	—	—	—	—	—
6	Boston Elevated,	969	12	508	17	1,472	1,317
7	Boston & Revere Electric,	—	—	—	—	—	—
8	Braintree,	10	—	—	—	10	32
9	Braintree & Weymouth,	3	—	—	—	3	6
10	Bridgewater, Whitman & Rockland,	—	1	3	—	4	1
11	Brockton,	17	3	7	—	27	25
12	Brockton, Bridgewater & Taunton,	4	1	—	—	5	6
13	Brockton & East Bridgewater,	4	2	1	—	7	1
14	Boston, Milton & Brockton,	—	—	—	—	—	—
15	Commonwealth Avenue (Newton),	1	1	—	—	2	3
16	Conway Electric,	—	—	—	—	—	—
17	Cottage City,	—	—	—	—	—	—
18	Dartmouth & Westport,	1	—	10	—	11	2
19	Dighton, Somerset & Swansea,	6	—	—	—	6	16
20	East Middlesex (Malden, etc.),	—	—	—	—	—	3
21	East Taunton,	—	—	—	—	—	—
22	East Wareham, Onset Bay & Pt. Ind.,	—	—	—	—	—	—
23	Fall River,	—	—	—	—	—	—
24	Fitchburg & Leominster,	9	1	7	—	17	23
25	Fitchburg & Suburban,	—	—	—	—	—	—

Tabulated Statements from Reports of Street Railway Companies — Concluded.

RAILWAY COMPANIES.	ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1898—Concluded.						
	99.—To Passengers.	100.—To Employees.	101.—To other Persons.	102.—Fatal.	103.—Fatal.	104.—Total.	105.—Total during Preceding Year.
56 Newburyport & Amesbury,	5	1	2	—	7	7	7
57 Newton,	4	1	5	1	9	10	15
58 Newton & Boston,	—	—	3	1	3	—	2
59 Newtonville & Watertown,	—	—	—	—	—	—	—
60 Norfolk Central (Dedham, etc.),	1	1	4	—	6	6	3
61 Norfolk Southern (Dedham, etc.),	—	—	—	—	—	—	—
62 Norfolk Suburban (Hyde Park, etc.),	12	3	5	1	19	20	24
63 Northampton,	2	—	8	—	10	10	14
64 North End (Worcester),	—	—	—	—	—	—	—
65 North Woburn,	7	1	3	—	11	11	15
66 Norton & Attleborough,	—	—	1	—	1	1	—
67 Norton & Taunton,	—	—	—	—	—	—	—
68 Palmer & Monson,	—	—	—	—	—	—	—
69 People's (West Newbury),	10	2	—	1	11	12	—
70 Fitchfield Electric,	3	—	—	—	3	3	6
71 Plum Island Electric (Newbury, etc.),	1	—	—	—	—	—	—
72 Plymouth & Kingston,	6	—	2	—	1	1	—
73 Providence & Taunton,	2	—	5	—	8	8	4
74 Quincy & Boston,	13	1	5	—	7	7	—
75 Reading & Lowell,	4	—	1	—	19	19	71
76 Rockland & Abington,	5	1	4	—	5	5	3
77 Rockport,	—	—	—	—	10	10	18
78 Salem & Wakefield,	—	—	1	—	—	—	—
79 Shelburne Falls & Colrain,	—	—	1	—	1	1	—
80 Somerville,	—	—	—	—	—	—	4

COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1898.

COMPARATIVE STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

RAILWAY COMPANIES.		COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK OWNED.						
		106.—Construction.	107.—Equip- ment.	108.—Lands, Buildings, and other Permanent Property.	109.—Total Cost per Mile.	110.—Capital Stock.	111.—Net Debt.	112.—Capital Investment per Mile.
1	Amherst & Sunderland,	\$6,428 90	\$1,961 00	\$1,502 57	\$9,890 47	\$5,053 99	\$6,787 79	\$10,841 78
2	Arlington & Winchester,	24,800 74	3,378 31	1,652 11	29,831 16	15,015 02	13,913 24	28,928 26
3	Atliol & Orange.	13,738 90	4,696 94	1,338 72	19,771 56	8,720 93	8,743 47	17,464 40
4	Beverly & Danvers,	7,960 09	1,273 32	984 22	10,207 63	3,964 32	14,464 12	18,428 44
5	Boston & Chelsea,	29,397 47	—	—	29,397 47	29,397 47	—	29,397 47
6	Boston Elevated,	—	—	—	—	—	—	—
7	Boston & Revere Electric, .	19,425 06	2,610 47	1,289 95	23,325 48	13,157 89	13,157 89	26,315 78
8	Braintree,	9,224 11	2,578 94	1,314 06	13,115 11	8,962 55	4,246 59	13,198 14
9	Braintree & Weymouth,	11,881 86	3,558 10	5,710 51	21,248 47	13,767 52	6,984 28	20,691 75
10	Bridgewater, Whitman & Rockland, .	12,866 44	2,563 76	1,116 85	16,577 05	7,423 58	9,516 43	16,940 01
11	Brockton,	18,998 87	7,565 68	8,432 94	34,997 49	13,743 17	20,583 62	34,326 79
12	Brockton, Bridgewater & Taunton,	16,315 25	2,963 20	5,124 91	24,903 36	10,759 37	13,646 69	24,405 06
13	Brockton & East Bridgewater,	15,154 17	3,579 80	2,247 73	20,981 70	11,784 33	8,607 26	20,341 59
14	Boston, Milton & Brockton,	—	—	—	—	—	—	—
15	Commonwealth Avenue (Newton), .	13,775 45	8,001 76	7,291 57	29,068 78	15,540 36	13,604 66	29,145 02
16	Conway Electric,	10,775 39	996 47	1,807 08	13,578 94	6,087 53	8,993 02	15,050 55
17	Cottage City,	10,147 53	2,035 94	871 99	13,055 76	6,474 96	6,128 94	12,603 89
18	Dartmouth & Westport,	18,042 65	7,310 00	1,242 16	26,594 81	16,118 63	8,422 87	24,641 59
19	Dighton, Somerset & Swansea, .	20,803 68	5,562 64	1,175 47	27,541 69	14,365 46	12,962 76	27,328 22
20	East Middlesex (Malden, etc.), . .	20,579 88	6,188 23	3,568 73	30,636 84	18,042 42	13,326 65	31,369 07
21	East Taunton,	—	—	—	—	—	—	—
22	East Wareham, Onset Bay & Pt. Ind.,	7,128 67	2,839 99	569 53	10,538 19	10,625 62	500 11	11,125 73
23	Fall River,	20,413 92	4,875 64	2,531 68	27,821 24	19,700 55	13,210 48	32,911 63
24	Fitchburg & Leominster,	18,258 98	4,383 49	1,763 68	25,905 59	11,665 89	14,121 95	26,787 84
25	Fitchburg & Saburban,	13,558 39	3,881 87	1,786 68	19,626 94	10,729 61	8,724 65	19,464 26

26	Frammingham, Southboro' & Marlboro',	18,431 08	-	1,860 88	18,431 08	10,818 12	7,475 44	18,288 56
27	Frammingham Union,	17,388 49	3,393 72	3,416 31	22,523 14	4,718 46	17,244 29	21,962 76
28	Gardner Electric,	10,699 19	3,416 31	3,418 00	17,533 50	11,620 74	6,883 13	18,403 87
29	Globe (Fall River),	55,776 50	11,632 66	8,585 01	75,447 17	24,064 08	50,822 56	74,886 64
30	Gloucester,	17,261 04	8,547 19	7,589 16	33,377 89	18,084 16	13,157 80	31,211 56
31	Gloucester, Essex & Beverly,	12,243 47	2,451 90	3,142 48	17,837 85	11,111 11	6,769 08	17,880 19
32	Gloucester & Rockport,	14,843 75	3,905 25	12,500 00	31,250 00	23,437 50	6,406 25	29,843 75
33	Greenfield & Turner's Falls,	12,305 59	2,494 37	2,035 80	16,535 76	7,776 05	8,610 08	16,386 13
34	Hanover,	8,715 78	3,125 88	811 12	12,652 78	9,772 50	3,889 86	13,662 36
35	Haverhill & Amesbury,	20,401 68	3,440 90	2,150 91	25,993 49	5,914 83	19,868 64	25,811 47
36	Haverhill, Georgetown & Danvers,	14,435 58	2,770 23	970 92	18,176 73	10,632 64	6,463 58	17,096 22
37	Hingham,	14,697 23	3,574 57	3,768 02	22,069 82	10,784 76	11,956 34	22,741 10
38	Holyoke,	16,400 46	5,536 73	8,027 73	29,964 92	16,866 58	11,083 99	27,950 57
39	Hoosac Valley (North Adams, etc.),	13,499 02	3,308 45	2,750 73	19,556 20	7,688 76	10,182 54	17,881 30
40	Hull,	15,403 01	5,966 23	2,365 84	23,725 06	11,540 68	11,589 29	23,129 97
41	Interstate Consolidated (of R. I.),	13,740 90 ^a	5,094 68	1,630 21	20,465 69 ^a	16,949 15	8,134 21	25,083 36
42	Leominster & Clinton,	15,239 00	3,415 12	12,628 22	31,282 34	13,083 30	19,404 27	32,487 57
43	Lowell, Lawrence & Haverhill,	27,507 06	10,699 78	10,698 18	48,796 02	24,100 59	23,300 54	47,401 13
44	Lowell & Suburban,	19,394 73	5,136 72	11,473 88	36,004 33	15,438 53	20,730 78	36,169 31
45	Lynn & Boston,	35,712 83	11,441 98	11,696 32	58,851 13	10,401 52	48,799 44	59,200 96
46	Mansfield & Easton,	-	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-	-
48	Marlborough,	14,969 34	4,342 11	5,408 56	24,720 01	10,608 67	16,358 80	26,967 47
49	Martha's Vineyard,	5,638 36	-	4,545 45	10,183 81	4,493 18	5,306 86	9,900 04
50	Milford, Holliston & Frammingham,	13,083 97	2,976 33	4,065 73	20,083 03	10,337 70	9,014 04	19,331 74
51	Milford & Hopedale,	16,646 55	4,034 08	33,046 07	53,726 70	26,315 79	27,410 91	53,726 70
52	Mt. Tom (Northampton),	64,684 98	5,444 44	40,981 71	111,111 11	11,111 11	-	111,111 11
53	Mystic Valley (Stoneham, etc.),	17,314 30	2,231 90	-	19,546 20	12,070 01	7,003 97	19,073 96
54	Nantasket Electric,	13,901 54	-	-	13,901 54	6,983 72	6,707 18	12,690 90
55	Natick & Cohasset,	7,858 46	2,724 15	880 91	11,463 52	9,090 91	1,489 83	10,580 74

^a Not including, for reasons stated in last report of the Board, \$150,784.76, returned in 1897 as "Purchase of Railway in 1896, amount due."

Comparative Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	COST AND CAPITAL INVESTMENT PER MILE OF MAIN TRACK OWNED—Concluded.						
		106.—Con- struction.	107.—Equip- ment.	108.— Lands, Buildings, and other Permanent Property.	109.— Total Cost per Mile.	110.— Capital Stock.	111.— Net Debt.	112.— Capital Investment per Mile.
56	Newburyport & Amesbury,	\$18,086 29	\$9,326 86	\$2,434 80	\$29,847 95	\$4,353 27	\$26,813 61	\$31,166 88
57	Newton,	23,862 77	7,071 07	2,896 35	33,830 19	21,341 00	10,898 16	32,239 16
58	Newton & Boston,	19,076 60	8,175 53	12,927 15	40,179 28	21,208 91	18,336 98	39,545 89
59	Newtonville & Watertown,	18,860 89	—	—	18,860 89	11,646 86	7,840 79	19,487 65
60	Norfolk Central (Dedham, etc.),	16,716 28	3,436 21	6,766 75	26,919 24	11,508 36	18,885 17	30,393 53
61	Norfolk Southern (Dedham, etc.),	—	—	—	—	—	—	—
62	Norfolk Suburban (Hyde Park, etc.),	18,603 69	5,445 54	1,273 53	25,322 66	17,127 98	7,811 37	24,939 35
63	Northampton,	13,416 06	4,881 54	4,667 42	22,965 02	17,518 25	4,260 52	21,778 77
64	North End (Worcester),	20,116 17	10,281 29	2,737 69	33,135 15	22,022 02	14,964 68	36,986 70
65	North Woburn,	20,566 53	3,945 85	1,790 28	26,302 66	13,623 98	13,998 05	27,622 03
66	Norton & Attleborough,	14,368 90	3,316 08	—	17,682 88	7,017 54	10,647 48	17,685 02
67	Norton & Taunton,	15,161 16	2,238 23	6,185 12	23,584 51	9,411 76	14,164 46	23,576 22
68	Palmer & Monson,	6,977 60	676 86	727 30	8,381 76	3,812 70	4,660 50	8,463 20
69	People's (West Newbury),	13,397 84	3,663 33	618 98	17,680 15	8,940 85	8,774 55	17,715 50
70	Pittsfield Electric,	9,069 48	2,368 01	2,226 47	13,663 96	7,923 15	4,628 64	12,451 79
71	Plum Island Electric (Newbury, etc.),	9,616 95	3,254 01	2,188 73	15,059 69	9,436 19	4,731 07	14,167 26
72	Plymouth & Kingston,	11,618 94	2,732 45	4,513 83	18,865 22	11,428 57	7,148 86	18,577 13
73	Providence & Taunton,	30,202 79	—	—	30,202 79	12,962 96	15,858 30	28,821 26
74	Quincy & Boston,	13,493 35	3,213 21	5,518 77	22,225 33	16,635 06	4,171 17	20,806 23
75	Reading & Lowell,	11,845 67	1,229 00	—	13,074 67	8,445 96	5,239 21	13,685 16
76	Rockland & Abington,	9,404 15	4,351 12	2,348 13	16,103 40	7,310 39	8,627 02	15,937 41
77	Rockport,	12,457 30	2,640 68	1,790 10	16,888 08	13,513 51	2,069 31	15,602 82
78	Salem & Wakefield,	14,030 46	2,498 20	—	16,528 66	12,472 96	3,785 68	16,268 66
79	Shelburne Falls & Colrain,	10,754 36	1,573 45	3,947 89	16,275 70	7,696 97	8,866 85	16,523 82
80	Somerville,	19,665 81	—	—	19,665 81	19,665 81	—	19,665 81

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COST, ETC., PER MILE.

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81	Southbridge & Sturbridge, . . .	11,731 62	2,507 86	1,876 87	16,116 35	7,743 93	8,099 00	15,842 93
82	South Middlesex (Natick, etc.), . .	10,867 32	4,355 63	4,574 58	19,787 53	7,651 11	11,538 52	19,189 63
83	Springfield, . . .	18,074 54	7,315 19	10,201 33	35,591 06	23,673 40	7,688 75	31,362 15
84	Taunton, . . .	36,584 58	6,547 89	11,423 69	54,556 16	20,428 41	34,645 20	56,073 61
85	Taunton & Brockton, . . .	13,815 12	2,508 02	-	16,323 14	7,696 36	8,452 91	16,149 27
86	Union (New Bedford, etc.), . . .	26,269 38	8,723 54	12,897 30	47,899 22	22,545 09	22,870 72	45,415 81
87	Wakefield & Stoneham, . . .	13,541 75	4,585 07	7,164 70	25,291 52	10,204 08	14,959 15	25,163 23
88	Warren, Brookfield & Spencer, . .	12,412 84	1,587 67	3,312 46	17,662 97	7,804 78	9,400 20	17,204 98
89	Webster & Dudley, . . .	8,713 31	-	1,355 49	10,068 80	9,938 20	-	9,938 20
90	Wellesley & Boston, . . .	18,191 06	5,443 73	1,124 46	24,759 25	21,459 23	2,436 56	23,895 79
91	West End (Boston, etc.), . . .	32,692 44	25,356 82	40,531 68	98,600 94	60,734 06	42,921 36	103,655 42
92	West Roxbury & Roslindale, . . .	29,237 24	3,582 63	3,087 80	35,877 67	14,611 34	22,235 49	36,846 83
93	Winnimmet (Chelsea), . . .	24,875 62	-	-	24,875 62	24,875 62	-	24,875 62
94	Woburn & Reading, . . .	14,464 63	2,153 01	1,310 09	17,927 73	12,371 13	6,437 36	18,806 49
95	Woonsocket (of Rhode Island), . .	18,969 82	4,500 29	504 69	23,964 80	7,640 67	18,782 04	26,422 71
96	Worcester & Blackstone Valley, . .	11,154 01	1,666 92	46 87	12,867 80	8,670 52	4,000 61	12,671 13
97	Worcester & Clinton, . . .	14,019 36	1,818 31	2,983 03	18,790 70	9,325 32	9,465 38	18,790 70
98	Worcester Consolidated, . . .	33,572 16	8,033 63	6,197 71	47,803 50	21,116 14	23,559 35	44,675 49
99	Worcester & Marlborough, . . .	16,269 47	3,049 16	7,371 58	26,690 21	11,855 36	13,598 22	25,453 58
100	Worcester & Shrewsbury R.R., . .	26,223 55	19,522 54	-	46,746 09	13,638 89	547 14	14,186 03
101	Worcester & Shrewsbury St. Ry., . .	27,529 41	19,529 41	-	47,058 82	47,058 82	-	47,058 82
102	Worcester & Suburban, . . .	18,658 58	8,737 26	9,950 35	37,364 19	24,756 99	13,931 73	38,698 72
103	Worono (Westfield), . . .	10,060 87	2,737 05	3,475 12	16,273 04	10,587 24	6,380 24	16,967 48
	Averages, . . .	\$22,536 78	\$8,956 98	\$11,735 01	\$43,228 77	\$25,315 05	\$19,643 03	\$44,958 08

Comparative Statements from Reports of Street Railway Companies—Continued.

	RAILWAY COMPANIES.	GROSS EARNINGS FROM OPERATION.				EXPENSES OF OPERATION.	
		112. — Per Mile of Main Track Operated.	114. — Per Round Trip Run.	115. — Per Car Mile Run.	116. — Per Passenger Carried.	117. — Per Mile of Main Track Operated.	118. — Per Round Trip Run.
1	Amherst & Sunderland,	\$2,435 25	\$1 14	\$0.1529	\$0.0601	\$2,537 03	\$1 33
2	Arthington & Winchester,	4,938 36	1 35	.2076	.0497	3,297 02	1 11
3	Arthol & Orange,	4,281 88	1 78	.2582	.0489	2,686 99	1 11
4	Beverly & Danvers,	1,623 88	1 22	.1441	.0602	1,266 52	94
5	Boston & Chelsea,	—	—	—	—	—	—
6	Boston Elevated,	32,976 58	2 92	.2850	.0506	23,690 93	2 09
7	Boston & Revere Electric,	—	—	—	—	—	—
8	Braintree,	3,163 65	2 07	.1687	.0478	2,523 33	1 65
9	Braintree & Weymouth,	4,067 40	2 19	.1816	.0489	2,658 35	1 42
10	Bridgewater, Whitman & Rockland,	2,136 06	2 65	.1229	.0496	1,609 16	2 00
11	Brockton,	7,749 07	1 90	.2297	.0486	4,898 57	1 20
12	Brockton, Bridgewater & Taunton,	3,381 91	5 15	.1455	.0527	1,973 99	3 01
13	Brockton & East Bridgewater,	1,998 45	2 52	.1746	.0506	1,500 19	1 89
14	Boston, Milton & Brockton,	—	—	—	—	—	—
15	Commonwealth Avenue (Newton),	5,783 55	1 15	.1540	.0608	5,358 18	1 07
16	Conway Electric,	—	—	—	—	—	—
17	Cottage City,	1,114 83	3 49	.2192	.1282	862 31	2 70
18	Dartmouth & Westport,	656 20	1 10	.1001	.0500	658 75	1 10
19	Dighton, Somerset & Swansea,	7,055 50	7 89	.2874	.1757	4,954 34	5 54
20	East Middlesex (Malden, etc.),	3,668 10	6 35	.2179	.0794	2,620 10	4 54
21	East Taunton,	—	—	—	—	—	—
22	East Wareham, Onset Bay & Pt. Ind.,	2,244 20	1 41	.4685	.1559	2,354 99	1 48
23	Fall River,	1,921 15	45	.0694	.0453	2,885 09	68
24	Fitchburg & Leominster,	6,267 60	1 67	.2001	.0616	4,021 32	1 07
25	Fitchburg & Suburban,	1,242 53	1 69	.1774	.0513	806 97	1 10

26	Framingham, Southboro' & Marlboro',	414 90	2 22	.1501	.2208	276 08	1 48
27	Framingham Union,	4,788 14	1 41	.2717	.0478	2,803 19	1 86
28	Gardner Electric,	3,940 87	1 93	.2218	.0301	3,265 34	77
29	Globe (Fall River),	10,943 62	1 65	.2486	.0480	6,852 41	1 03
30	Gloucester,	6,272 94	2 02	.2488	.0515	4,212 17	1 38
31	Gloucester, Essex & Beverly,	2,599 43	5 47	.1659	.0511	1,602 61	3 37
32	Gloucester & Rockport,	-	-	-	-	-	-
33	Greenfield & Turner's Falls,	2,689 36	5 13	.1938	.0485	1,716 11	3 27
34	Hanover,	2,108 99	1 45	.1452	.0510	1,869 81	1 28
35	Haverhill & Amesbury,	3,443 36	6 71	.2067	.0636	2,242 30	4 37
36	Haverhill, Georgetown & Danvers,	3,914 09	2 06	.1676	.0503	2,948 84	1 55
37	Hingham,	2,304 70	1 11	.1531	.0492	1,700 81	82
38	Holyoke,	7,496 16	1 82	.2068	.0541	5,065 67	1 23
39	Hoosac Valley (North Adams, etc.),	5,894 16	2 63	.2192	.0499	4,205 55	1 38
40	Hull,	20 71	54	.1534	.0488	21 48	1 56
41	Interstate Consolidated (of R. I.),	6,039 00	2 92	.2050	.0523	4,129 48	1 99
42	Leominster & Clinton,	3,806 12	4 12	.1757	.0509	2,214 43	2 40
43	Lowell, Lawrence & Haverhill,	6,980 44	2 66	.2598	.0504	3,944 72	1 51
44	Lowell & Suburban,	5,966 66	1 56	.2000	.0505	3,675 28	96
45	Lynn & Boston,	9,648 52	2 72	.2559	.0511	5,563 14	1 57
46	Mansfield & Easton,	-	-	-	-	-	-
47	Mansfield & Norton,	-	-	-	-	-	-
48	Marlborough,	5,117 81	1 26	.1724	.0510	4,631 58	1 14
49	Martha's Vineyard,	945 55	4 00	.1816	.0500	606 66	2 56
50	Millford, Holliston & Framingham,	4,103 98	4 45	.1791	.0500	2,458 28	2 67
51	Millford & Hopedale,	821 52	89	.1763	.0500	921 56	99
52	Mt. Tom (Northampton),	-	-	-	-	-	-
53	Mystic Valley (Stonham, etc.),	4,097 40	1 10	.1837	.0503	3,345 87	90
54	Nantasket Electric,	-	-	-	-	-	-
55	Natick & Cohituate,	5,044 58	2 08	.2153	.0509	4,266 27	1 76

Comparative Statements from Reports of Street Railway Companies—Continued.

	RAILWAY COMPANIES.	GROSS EARNINGS FROM OPERATION—Concluded.				EXPENSES, ETC.—Continued.	
		112.—Per Mile of Main Track Operated.	114.—Per Round Trip Run.	115.—Per Car Mile Run.	116.—Per Passenger Carried.	117.—Per Mile of Main Track Operated.	118.—Per Round Trip Run.
56	Newburyport & Amesbury,	\$3,259 08	\$2 25	\$0.1871	\$0.0526	\$2,989 00	\$2 06
57	Newton,	6,069 98	1 89	.2058	.0524	4,078 88	1 27
58	Newton & Boston,	4,729 01	2 08	.1432	.0596	3,368 90	1 48
59	Newtonville & Watertown,	—	—	—	—	—	—
60	Norfolk Central (Dedham, etc.),	5,437 45	2 41	.1909	.0497	3,934 27	1 74
61	Norfolk Southern (Dedham, etc.),	—	—	—	—	—	—
62	Norfolk Suburban (Hyde Park, etc.),	9,079 26	2 39	.2344	.0504	6,992 68	1 84
63	Northampton,	5,391 32	1 83	.1894	.0509	3,365 40	1 14
64	North End (Worcester),	—	—	—	—	—	—
65	North Woburn,	5,234 26	3 08	.2160	.0504	3,665 92	2 16
66	Norton & Attleborough,	674 83	1 29	.1130	.0500	569 45	1 09
67	Norton & Taunton,	234 21	1 68	.0990	.0500	181 34	1 30
68	Palmer & Monson,	913 86	1 38	.1697	.0498	811 86	1 23
69	People's (West Newbury),	935 27	5 69	.2390	.0509	865 79	5 27
70	Pittsfield Electric,	6,543 55	2 23	.2532	.0501	4,261 95	1 45
71	Plum Island Electric (Newbury, etc.),	2,325 68	1 44	.2742	.0500	1,449 77	90
72	Plymouth & Kingston,	4,209 58	3 63	.2028	.0501	2,826 72	2 44
73	Providence & Taunton,	2,382 82	6 76	.3556	.0528	861 54	2 44
74	Quincy & Boston,	4,515 69	1 76	.2406	.0500	2,914 95	1 14
75	Reading & Lowell,	1,413 81	2 82	.1144	.0503	1,313 76	2 62
76	Rockland & Abington,	4,521 88	1 93	.1958	.0512	3,780 97	1 61
77	Rockport,	3,484 46	2 91	.1942	.0501	2,424 64	2 03
78	Salem & Wakefield,	1,599 50	2 21	.1844	.0519	835 24	1 15
79	Shelburne Falls & Colrain,	1,800 62	2 52	.3873	.0740	1,227 14	1 72
80	Somerville,	—	—	—	—	—	—

81	Southbridge & Sturbridge,	.	.	.	3,596 90	2 58	.1863	.0604	2,460 35	1 77
82	South Middlesex (Natick, etc.),	.	.	.	4,370 26	5 52	.2122	.0503	2,758 92	3 48
83	Springfield,	.	.	.	9,464 34	1 82	.1860	.0602	6,986 44	1 34
84	Taunton,	.	.	.	4,112 06	1 16	.1836	.0655	2,230 89	63
85	Taunton & Brockton,	.	.	.	2,824 06	5 89	.1961	.0613	2,139 60	4 46
86	Union (New Bedford, etc.),	.	.	.	10,327 57	1 29	.2578	.0545	6,609 66	83
87	Wakefield & Stoneham,	.	.	.	4,066 43	1 80	.1658	.0549	2,347 56	1 04
88	Warren, Brookfield & Spencer,	.	.	.	2,510 07	4 09	.1670	.0499	1,536 75	2 50
89	Webster & Dudley,	.	.	.	1,057 54	-	.1782	.0490	769 21	-
90	Wellesley & Boston,	.	.	.	8,449 50	1 67	.1782	.0655	6,655 42	1 12
91	West End (Boston, etc.),	.	.	.	6,568 14	2 20	.2087	.0462	4,311 38	1 45
92	West Roxbury & Roslindale,	.	.	.	2,080 81	1 31	.1370	.0496	2,120 75	1 37
93	Winnisimmet (Chelsea),	.	.	.	3,243 65	1 06	.1651	.0601	2,406 22	78
94	Woburn & Reading,	.	.	.	2,033 26	1 56	.1278	.0500	1,661 61	1 28
95	Woonsocket (of Rhode Island),	.	.	.	12,863 17	1 59	.2535	.0506	9,428 51	1 16
96	Worcester & Blackstone Valley,	.	.	.	3,780 57	6 65	.1914	.0634	2,464 07	4 33
97	Worcester & Clinton,	.	.	.	-	-	-	-	-	-
98	Worcester Consolidated,	.	.	.	7,044 55	2 60	.2160	.0471	4,770 81	1 76
99	Worcester & Marlborough,	.	.	.	3,243 44	54	.0692	.0473	2,970 73	50
100	Worcester & Shrewsbury R.R.,	.	.	.	-	-	-	-	-	-
101	Worcester & Shrewsbury St. Ry.,	.	.	.	-	-	-	-	-	-
102	Worcester & Suburban,	.	.	.	-	-	-	-	-	-
103	Woronoco (Westfield),	.	.	.	-	-	-	-	-	-
	Averages,	.	.	.	\$10,632 25	\$2 45	\$0.2480	\$0.0611	\$7,336 96	\$1 69

Comparative Statements from Reports of Street Railway Companies—Continued.

		EXPENSES, ETC.—Continued.		NET EARNINGS FROM OPERATION.			
		119.—Per Car Mile Run.	120.—Per Pas- senger Carried.	121.—Per Mile of Main Track Operated.	122.—Per Round Trip Run.	123.—Per Car Mile Run.	124.—Per Pas- senger Carried.
RAILWAY COMPANIES.							
1	Amherst & Sunderland,	\$0.1781	\$0.0584	\$401 78d	\$0 19d	\$0.0252d	\$0.0683d
2	Arlington & Winchester, . . . . .	.1386	.0332	1,641 35	45	.0690	.0165
3	Athol & Orange, . . . . .	.1621	.0307	1,504 89	67	.0681	.0182
4	Beverly & Danvers, . . . . .	.1115	.0388	367 36	28	.0326	.0114
5	Boston & Chelsea,	—	—	—	—	—	—
6	Boston Elevated, . . . . .	.2039	.0362	9,385 65	83	.0811	.0144
7	Boston & Revere Electric,	—	—	—	—	—	—
8	Brainree, . . . . .	.1346	.0381	640 22	42	.0341	.0097
9	Brainree & Weymouth, . . . . .	.1181	.0318	1,429 05	76	.0635	.0171
10	Bridgewater, Whitman & Rockland, . . . . .	.0926	.0374	526 91	65	.0393	.0122
11	Brockton, . . . . .	.1452	.0313	2,850 50	70	.0845	.0182
12	Brockton, Bridgewater & Taunton, . . . . .	.0849	.0307	1,407 92	2 14	.0606	.0220
13	Brockton & East Bridgewater, . . . . .	.1311	.0379	498 26	63	.0435	.0127
14	Boston, Milton & Brockton,	—	—	—	—	—	—
15	Commonwealth Avenue (Newton), . . . . .	.1427	.0471	425 37	08	.0113	.0037
16	Conway Electric, . . . . .	.1695	.0662	252 52	79	.0497	.0290
17	Cottage City, . . . . .	.1005	.0502	2 55d	—	.0004d	.0002d
18	Dartmouth & Westport, . . . . .	.2018	.1234	2,101 16	2 35	.0856	.0323
19	Dighton, Somerset & Swansea, . . . . .	.1556	.0667	1,048 00	1 81	.0623	.0227
20	East Middlesex (Malden, etc.),	—	—	—	—	—	—
21	East Taunton,	—	—	—	—	—	—
22	East Wareham, Onset Bay & Pt. Ind., . . . . .	.4896	.1636	110 79d	07d	.0231d	.0077d
23	Fall River, . . . . .	.1242	.0681	963 94d	23d	.0446d	.0228d
24	Fitchburg & Leominster,1284	.0396	2,248 28	60	.0717	.0221
25	Fitchburg & Suburban,1162	.0633	456 69	89	.0622	.0180

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26	Frammingham, Southboro' & Marlboro',1000	.1471	138 42	74	.0601	.0737
27	Frammingham Union,1648	.0290	1,381 95	55	.1069	.0188
28	Gardner Electric, . . .	.1832	.0414	685 53	16	.0386	.0087
29	Globe (Fall River), . . .	.1557	.0301	4,091 21	62	.0929	.0179
30	Gloucester, . . .	.1671	.0346	2,060 77	66	.0617	.0169
31	Gloucester, Essex & Beverly, . . .	.1023	.0315	996 82	2 10	.0636	.0196
32	Gloucester & Rockport, . . .	-	.0310	973 25	1 86	.0701	.0175
33	Greenfield & Turner's Falls, . . .	.1237	.0452	239 18	17	.0164	.0088
34	Hanover, . . .	.1288	.0414	1,201 06	2 34	.0721	.0222
35	Haverhill & Amesbury, . . .	.1346	.0379	965 25	51	.0413	.0124
36	Haverhill, Georgetown & Danvers, . . .	.1263	.0363	603 89	29	.0401	.0129
37	Hingham, . . .	.1130	.0365	2,440 49	59	.0673	.0176
38	Holyoke, . . .	.1395	.0363	1,688 61	75	.0628	.0143
39	Housac Valley (North Adams, etc.), . . .	.1564	.0316	77d	02d	.0057d	.0018d
40	Hull, . . .	.1591	.0357	1,909 62	93	.0648	.0186
41	Interstate Consolidated (of R. I.), . . .	.1402	.0296	1,590 69	1 72	.0735	.0213
42	Leominster & Clinton, . . .	.1022	.0285	3,035 72	1 15	.1130	.0219
43	Lowell, Lawrence & Haverhill, . . .	.1468	.0310	2,311 38	60	.0772	.0195
44	Lowell & Suburban, . . .	.1228	.0294	4,085 38	1 15	.1084	.0217
45	Lynn & Boston, . . .	.1475	-	-	-	-	-
46	Mansfield & Easton, . . .	-	.0462	486 23	12	.0164	.0048
47	Mansfield & Norton, . . .	.1560	.0321	338 89	1 44	.0651	.0179
48	Marlborough, . . .	.1165	.0300	1,645 70	1 78	.0718	.0200
49	Martha's Vineyard, . . .	.1073	.0561	100 04d	10d	.0215d	.0061d
50	Milford, Holliston & Frammingham, . . .	.1978	.0411	751 53	20	.0337	.0092
51	Milford & Hopedale, . . .	.1978	.0431	778 31	32	.0332	.0078
52	Mt. Tom (Northampton), . . .	-	-	-	-	-	-
53	Mystic Valley (Stoneham, etc.),1500	-	-	-	-	-
54	Nantasket Electric,1821	-	-	-	-	-
55	Natick & Cohituate, . . .	-	-	-	-	-	-

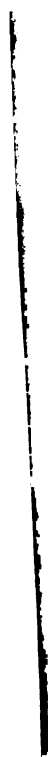
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No.	RAILWAY COMPANIES.	EXPENSES, ETC. — Concluded.		NET EARNINGS FROM OPERATION — Concluded.					
		119. — Per Car Mile Run.		120. — Per Passenger Carried.		121. — Per Mile of Main Track Operated.	122. — Per Round Trip Run.	123. — Per Car Mile Run.	124. — Per Passenger Carried.
		119. — Per Car Mile Run.	120. — Per Passenger Carried.						
56	Newburyport & Amesbury,	\$0.1716	\$0.0482	\$270 08	\$0 19	\$0.0155	\$0.0044		
57	Newton,	.1883	.0362	1,991 10	62	.0675	.0172		
58	Newton & Boston,	.1020	.0424	1,360 11	60	.0412	.0171		
59	Newtonville & Watertown,	—	—	—	—	—	—		
60	Norfolk Central (Dedham, etc.),	.1381	.0360	1,508 18	67	.0628	.0137		
61	Norfolk Southern (Dedham, etc.),	—	—	—	—	—	—		
62	Norfolk Suburban (Hyde Park, etc.),	.1805	.0388	2,086 58	55	.0639	.0116		
63	Northampton,	.1182	.0318	2,025 92	69	.0712	.0191		
64	North End (Worcester),	—	—	—	—	—	—		
65	North Woburn,	.1513	.0353	1,568 34	92	.0647	.0151		
66	Norton & Attleborough,	.0953	.0422	105 38	20	.0177	.0078		
67	Norton & Taunton,	.0766	.0387	52 87	38	.0224	.0113		
68	Palmer & Monson,	.1508	.0434	102 00	15	.0189	.0054		
69	People's (West Newbury),	.2203	.0471	69 48	42	.0177	.0038		
70	Pittsfield Electric,	.1645	.0326	2,291 60	78	.0687	.0175		
71	Plum Island Electric (Newbury, etc.),	.1709	.0312	875 91	54	.1033	.0188		
72	Plymouth & Kingston,	.1362	.0358	1,382 86	1 19	.0666	.0143		
73	Providence & Taunton,	.1286	.0191	1,521 28	4 32	.2270	.0337		
74	Quincy & Boston,	.1553	.0323	1,600 74	62	.0653	.0177		
75	Reading & Lowell,	.1063	.0468	100 05	20	.0081	.0035		
76	Rockland & Abington,	.1637	.0428	740 91	32	.0321	.0064		
77	Rockport,	.1362	.0349	1,069 82	88	.0690	.0152		
78	Salem & Wakefield,	.0963	.0271	764 28	1 08	.0881	.0248		
79	Shelburne Falls & Colrain,	.2639	.0604	573 48	80	.1234	.0236		
80	Somerville,	—	—	—	—	—	—		

81	Southbridge & Sturbridge,	.1274	.0345	1,135 55	81	.0689	.0159
82	South Middlesex (Natick, etc.),	.1339	.0318	1,613 34	2 04	.0783	.0185
83	Springfield,	.1373	.0371	2,477 90	48	.0487	.0131
84	Taunton,	.0986	.0301	1,881 16	53	.0640	.0254
85	Taunton & Brockton,	.1478	.0388	684 45	1 43	.0473	.0125
86	Union (New Bedford, etc.),	.1650	.0349	3,717 91	45	.0928	.0196
87	Wakefield & Stoneham,	.0969	.0318	1,708 88	76	.0689	.0231
88	Warren, Brookfield & Spencer,	.1023	.0306	973 32	1 69	.0647	.0183
89	Webster & Dudley,	-	.0357	288 33	-	-	.0133
90	Wellesley & Boston,	.1193	.0371	2,794 08	55	.0689	.0184
91	West End (Boston, etc.),	.1370	.0303	2,266 76	75	.0717	.0159
92	West Roxbury & Roslindale,	-	.0518	89 94d	-	.0081d	.0022d
93	Winnisimmet (Chelsea),	.1431	.0372	837 43	27	.0426	.0129
94	Woburn & Reading,	.1226	.0409	371 65	28	.0234	.0091
95	Woonsocket (of Rhode Island),	.1044	.0371	3,484 66	43	.0677	.0135
96	Worcester & Blackstone Valley,	.1858	.0348	1,316 50	2 32	.0666	.0186
97	Worcester & Clinton,	.1248	-	-	-	-	-
98	Worcester Consolidated,	-	-	-	-	-	-
99	Worcester & Marlborough,	-	-	-	-	-	-
100	Worcester & Shrewsbury R.R.,	-	-	-	-	-	-
101	Worcester & Shrewsbury St. Ry.,	.1463	.0319	2,273 74	84	.0697	.0152
102	Worcester & Suburban,	.0617	.0433	273 71	04	.0076	.0040
103	Woronoco (Westfield),	-	-	-	-	-	-
	Averages,	\$0.1711	\$0.0352	\$3,286 30	\$0 76	\$0.0769	\$0.0159

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PART IV.

RAILROAD RETURNS

FOR THE

YEAR ENDING JUNE 30, 1898.

[AS CORRECTED BY THE BOARD.]

RETURN

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$9,219 00
Dividends declared (7 per cent),	\$9,219 00
Amount of surplus June 30, 1897,	\$407 14
TOTAL SURPLUS JUNE 30, 1898,	\$407 14
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road,	\$181,416 48
Cash,	690 66
TOTAL,	\$182,107 14
LIABILITIES.	Cr.
Capital stock,	\$181,700 00
Profit and Loss balance (surplus),	407 14
TOTAL,	\$182,107 14
CAPITAL STOCK.	
Capital stock authorized by law,	\$188,000 00
Capital stock authorized by votes of company,	181,700 00
Capital stock issued and outstanding,	\$181,700 00
Number of shares issued and outstanding,	1,817
Number of stockholders,	58
Number of stockholders in Massachusetts,	48
Amount of stock held in Massachusetts,	\$101,800 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 4.000	Miles. 4.000
Length of side track, etc.,	1.480	1.480
TOTAL LENGTH OF TRACK OWNED,	5.480	5.480

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

NORTH ATTLEBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry F. Barrows, *President*, North Attleborough, Mass. Henry F. Barrows, Jr., *Treasurer*, North Attleborough, Mass. John R. Bronson, *Clerk of Corporation*, Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry F. Barrows, North Attleborough, Mass. John R. Bronson, Attleborough, Mass. Ellerton P. Whitney, Boston, Mass. Albert A. Folsom, Boston, Mass. Henry F. Barrows, Jr., North Attleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY F. BARROWS,
ELLERTON P. WHITNEY,
A. A. FOLSOM,
Directors.
H. F. BARROWS, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. SEPT. 8, 1898. Then personally appeared the above-named Henry F. Barrows, Ellerton P. Whitney and Henry F. Barrows, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH E. POND,
Justice of the Peace.

RETURN

OF THE

BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$36,250 00
Dividends received on stocks owned: Berkshire Railroad Company's stock (66 shares),	396 00
GROSS INCOME,	\$36,646 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	469 48
NET DIVISIBLE INCOME,	\$36,176 52
Dividends declared (6 per cent),	86,000 00
Surplus for the year ending June 30, 1898,	\$176 52
Amount of surplus June 30, 1897,	14,092 71
TOTAL SURPLUS JUNE 30, 1898,	\$14,269 23
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$600,000 00
Stock of Berkshire Railroad Company (66 shares),	8,970 00
TOTAL PERMANENT INVESTMENTS,	\$608,970 00
Cash,	10,990 73
TOTAL,	\$614,960 73
LIABILITIES.	CR.
Capital stock,	\$600,000 00
Current liabilities: dividends not called for,	691 50
Profit and loss balance (surplus),	14,269 23
TOTAL,	\$614,960 73

CAPITAL STOCK.		
Capital stock authorized by law,	\$800,000 00	
Capital stock authorized by votes of company,	600,000 00	
Capital stock issued and outstanding,		\$600,000 00
Number of shares issued and outstanding,	6,000	
Number of stockholders,	228	
Number of stockholders in Massachusetts,	141	
Amount of stock held in Massachusetts,	\$405,800 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 20.530	Miles. 20.530
Length of side track, etc.,	5.030	5.030
TOTAL LENGTH OF TRACK OWNED,	25.560	25.560

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,
STOCKBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry T. Robbins, *President*, Great Barrington, Mass. Daniel A. Kimball,
Treasurer and Clerk of Corporation, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel R. Williams, Stockbridge, Mass. Henry T. Robbins, Great Barrington, Mass. Charles J. Taylor, Great Barrington, Mass. George Church, Great Barrington, Mass. Daniel A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY T. ROBBINS,
D. R. WILLIAMS,
DANIEL A. KIMBALL,
Directors.
DANIEL A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. STOCKBRIDGE, Aug. 8, 1898. Then personally appeared the above-named Henry T. Robbins, Daniel A. Kimball and D. R. Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL B. FENN,
Justice of the Peace.

RETURN

OF THE

BOSTON & ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$9,241,568 89
Operating expenses,	6,088,069 12
NET EARNINGS FROM OPERATION,	\$3,153,499 27
Charges upon income accrued during the year:	
Interest on funded debt,	\$337,980 00
Taxes,	706,982 57
Rentals of leased roads:	
Pittsfield & North Adams Railroad,	\$22,500 00
Ware River Railroad,	52,500 00
North Brookfield Railroad,	8,000 00
	78,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,122,912 57
NET DIVISIBLE INCOME,	\$2,030,586 70
Dividends declared during the year:	
September 30, 1897, 2 per cent on \$25,000,000,	\$500,000 00
December 31, 1897, 2 per cent on \$25,000,000,	500,000 00
March 31, 1898, 2 per cent on \$25,000,000,	500,000 00
June 30, 1898, 2 per cent on \$25,000,000,	500,000 00
TOTAL DIVIDENDS DECLARED,	2,000,000 00
Surplus for the year ending June 30, 1898,	\$30,586 70
Amount of surplus June 30, 1897,	245,405 92
TOTAL SURPLUS JUNE 30, 1898,	\$275,992 62

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$3,735,177 86		
Deductions:			
Tickets redeemed,		\$6,391 43	
Excess fares refunded,		22,428 85	
Total deductions,		\$28,820 28	
NET REVENUE FROM PASSENGERS,			\$3,706,357 58
From mails,	\$320,543 80		
From express,	274,126 81		
From extra baggage and storage,	58,582 25		
Other earnings, passenger service:			
Dining cars,	68,597 85		
Parcel rooms,	7,787 25		
			729,637 96
TOTAL EARNINGS, PASSENGER SERVICE,			\$4,435,995 54
Freight service:			
Gross receipts from freight,	\$4,509,467 29		
Deductions:			
Overcharge to shippers,		\$217,941 59	
NET REVENUE FROM FREIGHT,			\$4,291,525 70
From stock yards,	\$5,625 00		
From elevators,	231,990 14		
Other earnings, freight service:			
Car demurrage,	10,003 45		
Gravel,	55,423 13		
			308,041 72
TOTAL EARNINGS, FREIGHT SERVICE,			\$4,594,567 42
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$9,030,562 96
Other earnings from operation:			
Rentals from tracks, yards and terminals,	\$3,161 80		
Rentals from buildings and other property,	196,198 74		
From other sources:			
Interest,	11,140 63		
Albany bridges,	504 46		
TOTAL OTHER EARNINGS,			211,005 43
GROSS EARNINGS FROM OPERATION,			\$9,241,568 39

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$102,494 68
Salaries of clerks and attendants,	57,235 81
General office expenses and supplies,	8,451 16
Insurance,	33,552 80
Law expenses,	15,971 52
Stationery and printing (general offices),	2,812 61
TOTAL,	\$220,018 08
Maintenance of way and structures:	
Repairs of roadway,	\$1,012,286 03
Renewals of rails,	36,000 00
Renewals of ties,	124,545 08
Repairs and renewals of bridges and culverts,	38,198 52
Repairs and renewals of fences, road crossings, signs and cattle guards,	14,530 67
Repairs and renewals of buildings and fixtures,	224,561 49

Maintenance of way and structures — <i>Concluded.</i>	
Repairs and renewals of docks and wharves,	\$2,462 17
Stationery and printing,	1,111 11
TOTAL,	\$1,453,695 07
Maintenance of equipment:	
Superintendence,	\$19,889 65
Repairs and renewals of locomotives,	360,228 29
Repairs and renewals of passenger cars,	241,968 88
Repairs and renewals of freight cars,	195,542 27
Repairs and renewals of work cars,	9,136 80
Repairs and renewals of shop machinery and tools,	10,091 77
Stationery and printing,	1,225 74
TOTAL,	\$838,082 40
Conducting transportation:	
Superintendence,	\$26,079 49
Engine and roundhouse men,	598,938 46
Fuel for locomotives,	734,953 01
Water supply for locomotives,	47,310 96
Oil, tallow and waste for locomotives,	35,228 44
Other supplies for locomotives,	3,265 75
Train service,	659,184 13
Train supplies and expenses,	106,255 35
Switchmen, flagmen and watchmen,	196,479 91
Telegraph expenses,	30,045 63
Station service,	674,907 11
Station supplies,	126,817 48
Switching charges — balance,	3,444 80
Car mileage — balance,	145,782 08
Loss and damage,	16,190 43
Injuries to persons,	38,899 50
Clearing wrecks,	2,239 10
Advertising,	4,165 37
Outside agencies,	43,851 16
Stock yards and elevators,	36,243 88
Rentals for tracks, yards and terminals,	2,600 00
Rentals of buildings and other property,	5,500 00
Stationery and printing,	37,892 08
TOTAL,	\$3,576,273 57
Recapitulation:	
General expenses,	\$220,018 08
Maintenance of way and structures,	1,453,695 07
Maintenance of equipment,	838,082 40
Conducting transportation,	3,576,273 57
TOTAL OPERATING EXPENSES,	\$6,088,069 12
Percentage of operating expenses to gross earnings,	65.88

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.		DR.
Cost of road,		\$26,299,992 87
Cost of equipment,		3,145,400 00
Real estate,		1,457,024 96
Stock of Hudson River bridges,		475,485 00
Other permanent property: special equipment,		627,000 00
TOTAL PERMANENT INVESTMENTS,		\$32,004,902 83

Cash,	\$934,668 77	
Traffic balances due from other companies,	493,336 53	
Due from solvent companies and individuals,	365,163 82	
Sinking and other special funds,	2,409,204 08	
TOTAL CASH AND CURRENT ASSETS,		\$4,202,373 20
Materials and supplies,		223,650 56
TOTAL,		\$36,430,926 59
<hr/>		
LIABILITIES.		Cr.
Capital stock,		\$25,000,000 00
Funded debt,		7,485,000 00
Current liabilities:		
Dividend No. 97 (due June 30, 1898),	\$500,000 00	
Credit balance,	563,143 29	
Dividends not called for,	1,456 00	
Matured interest coupons unpaid (including coupons due July 1),	2,800 00	
Rentals due and unpaid (including rentals due July 1),	37,500 00	
Miscellaneous current liabilities:		
Pittsfield & North Adams Railroad,	4,885 60	
Separation of grade crossings,	365,000 00	
TOTAL CURRENT LIABILITIES,		1,474,784 89
Accrued liabilities:		
Interest accrued and not yet due,	\$84,495 00	
Rentals accrued and not yet due,	1,500 00	
TOTAL ACCRUED LIABILITIES,		85,995 00
Sinking and other special funds:		
Improvement fund,	\$1,948,722 13	
Ware River sinking fund,	160,481 95	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		2,109,204 08
Profit and Loss balance (surplus),		275,993 63
TOTAL,		\$36,430,926 59
<hr/>		
PROPERTY ACCOUNTS.		
Expenditures charged to property accounts: real estate,		\$4,453 06
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$4,453 06
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$30,000,000 00	
Capital stock authorized by votes of company,	25,000,000 00	
Capital stock issued and outstanding		\$25,000,000 00
Number of shares issued and outstanding,	250,000	
Number of stockholders,	8,741	
Number of stockholders in Massachusetts,	7,402	
Amount of stock held in Massachusetts,	\$21,601,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Five per cent bonds,	5	April 1, 1902,	\$3,868,000 00	\$192,900 00
Four per cent bonds,	4	Oct. 1, 1913,	3,627,000 00	145,080 00
TOTALS,			\$7,485,000 00	\$337,980 00

SINKING AND OTHER SPECIAL FUNDS.

<i>Sinking Fund.</i>	
Amount, June 30, 1897, of Ware River Railroad sinking fund,	\$156,085 92
Additions during the year,	4,896 03
TOTAL SINKING FUND JUNE 30, 1898,	\$160,481 95
<i>Improvement Fund.</i>	
Amount of Improvement fund June 30, 1897,	\$1,921,914 11
Additions during the year,	26,808 02
TOTAL IMPROVEMENT FUND JUNE 30, 1898,	\$1,948,722 13

VOLUME OF TRAFFIC, ETC.

<i>Passenger traffic:</i>	
Number of passengers carried paying revenue,	10,668,795
Number of passengers carried one mile,	211,816,938
Number of passengers carried one mile per mile of road operated,	537,675
Average length of journey per passenger,	19.863 miles.
Average amount received from each passenger,	84.756 cents.
Average amount received per passenger per mile carried, .	1.750 "
Passenger earnings (gross) per mile of road operated, .	\$11,260 80.000
Passenger earnings (gross) per passenger-train mile run, .	1 86.177
<i>Freight traffic:</i>	
Number of tons of freight hauled earning revenue, . . .	4,563,662
Number of tons of freight hauled one mile,	511,297,681
Number of tons of freight hauled one mile per mile of road operated,	1,297,874
Average length of haul per ton,	112.086 miles.
Average amount received for each ton of freight, . . .	94.087 cents.
Average amount received per ton per mile hauled, . . .	.839 "
Freight earnings (gross) per mile of road operated, . .	\$11,662 82.000
Freight earnings (gross) per freight-train mile run, . .	1 23.231
<i>Operating expenses:</i>	
Operating expenses per mile of road operated,	15,453 91.000
Operating expenses per revenue-train mile run,	87.147 cents.
<i>Train mileage:</i>	
Miles run by passenger trains,	3,028,823
Miles run by freight trains,	2,728,143
Total mileage of trains earning revenue,	5,756,466
Miles run by switching trains,	1,229,462
Miles run by construction and other trains,	282,289
Total train mileage,	7,268,217

Fares and freights:	
Average rate of fare per mile on local tickets,	1.774 cents.
Average rate of fare per mile on commutation tickets,	1.090 "
Average rate of fare per mile on mileage tickets,	2.000 "
Average rate of fare per mile on season tickets, . . . . .	.590 "
Average rate of fare per mile on joint tickets,	2.029 "
Average rate of freight per ton mile on local way-bill,	1.329 "
Average rate of freight per ton mile on joint way-bill, . . . . .	.586 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	3,228,141
Number of passengers (including season-ticket) from Boston,	3,318,690
Season-ticket passengers to and from Boston,	692,564
Employees:	
Average number of persons employed,	5,959

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massa- chusetts.
		Miles.	Miles.
Length of main line,		201.650	162.350
Length of branch line,		103.900	86.870
TOTAL LENGTH OF LINE OWNED,		305.550	249.220
Length of second track,		217.650	177.350
Length of third track,		16.830	16.830
Length of fourth track,		16.810	16.810
Length of side track, etc.,		249.000	213.410
TOTAL LENGTH OF TRACK OWNED,		805.840	673.820
RAILROAD OPERATED.			
Length of main line,		201.650	162.350
Length of branch line,		192.300	174.970
TOTAL LENGTH OF LINE OPERATED,		393.950	337.320
Length of second track,		217.650	177.350
Length of third track,		16.830	16.830
Length of fourth track,		16.810	16.810
Length of side track, etc.,		268.320	232.730
TOTAL LENGTH OF TRACK OPERATED,		913.560	781.040

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Passenger,	84	84	Lbs. 193,500	Lbs. 160,000
Freight,	120	120	211,500	180,000
Switching, etc.,	87	87	171,000	137,400
TOTAL,	241	241	-	-

DESCRIPTION OF EQUIPMENT—Concluded.

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS—PASSENGER SERVICE.				
Passenger cars,	241	241	241	Buhoup 6, Trojan 34, Miller 201.
Combination cars,	47	47	47	Miller.
Dining cars,	3	3	3	Gould 2, Miller 1.
Parlor cars,	3	3	3	Buhoup 4, Miller 4.
Sleeping cars,	3	3	3	Miller.
Baggage, express and mail cars, .	60	60	60	Buhoup 2, Trojan 30, Miller 23.
TOTAL,	*362	362	362	
CARS—FREIGHT SERVICE.				
Box cars,	3,239	2,508	3,239	Burns 4, Trojan 2,892, Dowling 179, Thurmond 164.
Flat cars,	778	411	778	Trojan 747, Dowling 2, Thurmond 28, Burns 1.
Stock cars,	26	23	26	Trojan 14, Dowling 14, Thurmond 6.
Coal cars,	1,439	573	1,439	Trojan 1,391, Dowling 14, Thurmond 30, Empire 3, Brown 1.
TOTAL,	5,482	3,514	5,482	
CARS—COMPANY'S SERVICE.				
Officers' and pay cars,	5	5	5	Trojan 1, Miller 4.
Gravel cars,	350	30	65	Trojan 35, Empire 23, Park 2.
Derrick cars,	13	14	15	Trojan.
Caboose cars,	80	4	75	Trojan.
Other cars in company's service, .	38	18	27	Trojan.
TOTAL,	491	71	187	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 347

Number of 12-wheel cars in passenger service with brakes for *all* wheels, 13

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	235
Number of highway grade crossings protected by gates,	53
Number of highway grade crossings protected by flagmen,	18
Number of highway grade crossings protected by electric signals only,	1
Number of highway grade crossings unprotected,	163
Number of highway grade crossings finally abolished during the year,	4
Number of highway grade crossings now in process of abolition,	2
Number of highway grade crossings for abolition of which petition is pending,	23
Number of highway bridges 18 feet (or more) above track,	62
Number of highway bridges less than 18 feet above track,	77
Height of lowest highway bridge above track,	14 ft. 4 in.

* Not including 19.36 per cent of 4 buffet cars, Boston & Chicago Line.

RAILROAD CROSSINGS IN MASSACHUSETTS — Concluded.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade
(17 in number), viz.:

Boston, Old Colony Division, New York, New Haven &
Hartford Railroad. South Framingham, Old Colony
Division, New York, New Haven & Hartford Railroad.
Worcester, Worcester Division, New York, New Haven
& Hartford Railroad. Worcester, Worcester Viaduct
Company. Worcester, Norwich & Worcester Division,
New England Railroad. South Worcester, Norwich &
Worcester Division, New England Railroad. Palmer,
New London Northern Division, Central Vermont Rail-
road. Barrett's Junction, New London Northern
Division, Central Vermont Railroad. Springfield, New
York, New Haven & Hartford Railroad and Boston &
Maine Railroad. Westfield, New Haven & Northamp-
ton Branch, New York, New Haven & Hartford Rail-
road. Somerville, Fitchburg Railroad. Charlestown,
Mystic Branch, Boston & Maine Railroad. Charles-
town, Western Division, Boston & Maine Railroad.
Charlestown, Eastern Division, Boston & Maine Rail-
road. East Boston, East Boston Branch, Boston &
Maine Railroad. Winchendon, Cheshire Branch, Fitch-
burg Railroad. Baldwinville, Fitchburg Railroad.

Number of above crossings at which interlocking signals are
established,

15

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans.	By Whom Built.
191,	- -	Plate girder.	25 feet.	R. F. Hawkins.
344,	Trussed beam.	Plate girder.	82 feet.	R. F. Hawkins.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER.	Description of Work Done.
345,	Additional I beams.
391,	Additional I beams.
404,	Additional I beams.

Bridges eliminated during the year, specifying number and
manner: 82 and 157 replaced with cast iron pipe; 304,
stream turned into a sewer.

Total length of pile and trestle bridging (in feet), 3,620.98

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	2	1	14	1	16	1	16
Employees, .	-	40	16	117	16	157	18	174
Other persons,	-	4	43	53	43	57	45	62
TOTALS, .	-	46	60	184	60	230	64	252

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1897. — Wakefield, Homer, freight brakeman: thigh cut. After making a coupling, at Chester, he was getting on car while it was in motion, and struck switch handle.

July 3. — Murphy, E. H., brakeman: back hurt. While switching cars, at Newton Lower Falls yard, he was caught by the switch rope and drawn under a box car.

July 7. — Jerome, A., yard brakeman: killed. Tried to get on rear end of switch engine No. 39 as it was passing through West Springfield yard with a train, fell between engine and head car and was run over.

July 7. — Williams, Geo., freight brakeman: back slightly injured. He was making a coupling on track No. 6, near the stop block, at South Framingham, and when cars came together the rebound sent him against corner of car No. 10554, Boston & Albany.

July 8. — Unknown man: right foot and three fingers of left hand smashed. Asleep under cars in Back Bay yard, Boston, and when engine moved cars one pair of wheels went over him.

July 8. — Smith, J., yard brakeman: one joint cut off finger. Caught behind lever chain while coupling cars, at Boston.

July 8. — Geroux, T., yard brakeman: two fingers badly jammed. Stood on a flat car with his hand on end of a stack, and when cars came together a damper in stack shucked forward and caught his fingers.

July 10. — Carter, J. L., freight brakeman: shoulder hurt, and cut about the eye and nose. Stood on side of tender as engine was backing in on siding at L. & F. Junction on Grand Junction branch, and was struck by a telegraph pole.

July 13. — Stacey, Geo. B., freight brakeman: while coupling cars, on side track at Bondsville, he was thrown down and one truck passed over him; he caught hold of axle and was dragged along, bruising his hip.

July 15. — McKay, Geo., trackman: head cut and body bruised. Went between tracks near sixty-fifth mile post to pick up a tool, and was struck by a passing freight train.

July 18. — Rowland, Frank W., barber on train No. 15: slightly bruised. While switcher was putting cars of train No. 15 together, at stone yard, Boston, he was caught between a post and the buffet car.

July 19. — Walker, J. M., conductor: shoulder and back wrenched. Stake broke on a flat car loaded with telephone poles, and Walker was thrown into the ditch. Accident happened at Texas station.

July 19. — Hayward, Edward (colored), of Chicago: killed. Trying to get on a moving freight train, at Worcester, and was run over.

July 21. — Emery, James, freight brakeman: back, arm and leg bruised. Claims he was thrown from car to the ground by engineer making second application of air brake to stop train, at Palmer.

July 21. — Antonelli, A., laborer: arm broken. While at work in subway, west of Walnut Street bridge, Newtonville, he got too near the track and was struck by train No. 83.

July 25. — Cassidy, J. W., of Newport, N. Y.: head and leg cut. This man was in charge of some horses. He went to sleep near car door, and when the train was about a mile west of Russell he fell out of car.

July 28. — Andreason, A., freight brakeman: fatally injured by being struck on back of head by overhead bridge near Jamesville.

July 28. — McCabe, C., freight brakeman: as train was pulling off track No. 9 in new yard at Newton, he was struck by a switch and thrown to the ground, hurting his hip.

July 29. — Chandler, A., freight brakeman: left cheek and knee bruised. Was setting brake on S. L. car No. 292, one mile east of Becket, when brake staff broke and he fell onto the next car.

July 29. — Billefield, Louis, of Westfield: bad cut over eye. Tried to get on a moving freight train, at Westfield, and was knocked down by the cars.

July 30. — Kelliher, John, of Palmer: lay beside track, near Thorndike station, and one arm and one leg were run over by train No. 458. Died from injuries.

August 3. — Unknown man: killed. Walking on track, near North Grafton, stepped between tracks to avoid train No. 109, was struck by freight train and thrown against baggage car of passenger train.

August 6. — McCarthy, Edward (eight years old): right leg cut off between ankle and knee. Trying to get on a moving freight train, at Cambridgeport.

August 6. — Shannahan, J., freight brakeman: thumb pinched by getting caught while coupling cars, at North Wilbraham.

August 7. — Parker, W., yard brakeman: right hand jammed by getting caught while pulling pin between engine and car, at Boston.

August 7. — Murray, Andrew, of Boston: injured internally by getting squeezed between cars while stealing a ride on a freight train, at Cottage Farm. Died in about an hour.

August 7. — Clark, Joseph: shoulder and one leg broken and back bruised. Standing on track, near Mittineague station, and was struck by engine of train No. 14.

August 8. — Jones, P., freight brakeman: end of middle finger of left hand crushed by getting caught between railing of caboose and lumber on car ahead, at East Cambridge.

August 8. — Cronin, John, trespasser: killed. Body found lying beside south rail of track No. 1, about a mile west of North Wilbraham.

August 11. — Finnegan, J. E., freight brakeman: as he was crossing from car to engine, at Cottage Farm, the train separated and he fell to the ground, hurting his foot.

August 11. — Kelley, M., yard brakeman: shoulder bruised. Riding on side ladder of a car, while switching in Springfield freight yard, and was struck by car standing on another track.

August 12. — Erickson, Edward, trespasser: toes of left foot crushed while trying to get on a freight train, at Wellesley.

August 13. — Taylor, Klipp, of North Grafton: remained in car of train No. 22 after it arrived in Boston until switcher started to pull train out; he then stepped from car, backward, and fell on station platform.

August 14. — Rogers, James, freight brakeman: right knee bruised. Jumping onto drop pilot of engine, in West Springfield yard, and his knee struck against a bolt.

August 16. — Walker, J. M., conductor: right leg broken just above ankle. Struck by a coal car and thrown across rail, at Webster (East Village).

August 18. — Houlihan, M., freight brakeman: hip hurt. Thrown against corner of desk in caboose by sudden application of air brake, near Hinsdale.

August 18. — Harris, A. F., engineer: arm strained. Had hold of reverse lever when engine broke down, near Hinsdale, and the lever gave way.

August 20. — Jennis, W., of Somerville, Mass.: arm hurt. Had window open, arm resting on sill, elbow out of window, and was struck by express freight on truck standing on North Grafton station platform.

August 22. — Unknown man: killed. Body found lying on north main track, near Webster Junction, at 4.46 A.M.

August 24. — Gleason, Nicholas, passenger: hip and leg bruised. Stepped off forward end of smoking car of train No. 2 before it had stopped, at Washington, and fell. He was under the influence of liquor.

August 25. — Moulton, Horace, of Monson, Mass.: right foot run over, head cut, and otherwise injured. Found lying beside track, in Palmer freight yard, at 4.20 A.M. He was unable to say how he happened to be there.

August 25. — Shannahan, J., freight brakeman: right arm crushed by getting caught between draw-bars while coupling, at Worcester.

August 27. — Myers, Miss N.: got on train No. 21, at Columbus Avenue, with her niece, and stepped from train after it had started, falling on station platform.

August 27. — Berion, Louis, freight brakeman: left hand squeezed. While coupling cars, at North Adams Junction, an intoxicated man pushed his arm, and his hand was caught between draw-bars.

August 28. — Shepardson, Oscar, killed; Brownley, James, killed; Spiniol, Francis, arm broken. Walking on track at Pittsfield; stepped from track No. 1 to track No. 2, to avoid a freight train, and were struck by passenger train No. 2.

August 29. — Shea, Dennis, of Allston: killed. Was walking on track No. 2, at Allston; train No. 15 was going west on track No. 1, and train No. 36 was going east on track No. 4; Shea crossed over from track No. 2 to track No. 4, and was struck by train No. 36.

August 29. — Randolph, John, of Hartford, Conn.: face and side bruised. Walking on track in Springfield freight yard, and was struck by an east-bound freight train.

August 30. — Allen, Frank, of Collinsville, Conn.: scalp wound and back hurt. He was found lying between tracks No. 1 and No. 8 at tower No. 41, Springfield, at 8.10 P.M. Sent to hospital, where he died the next morning.

September 1. — Williams, F. E., freight conductor: right side bruised. Air hose burst as train was passing through Springfield yard, and sudden application of brake threw Williams against desk in caboose.

September 2. — McMann, W. R., freight brakeman: ankle hurt. Stepping from one car to another, in West Springfield yard, when coupling broke, train separated, and he fell to the ground.

September 2. — Rice, F., laborer, left arm hurt; Drum, D., laborer, face and

head cut; Carda, W., laborer, face and head cut and shoulder hurt. Struck by door (of a dump car) which fell off as train was passing, at Newtonville.

September 3.—Unknown man: killed. Body found about thirty rods west of bridge No. 198, near Canaan; supposed to have been struck by train No. 49.

September 4.—Goodrich, H. M., of Lebanon Springs, N. Y.: both bones of fore arm broken and knee bruised. Got on train No. 333, at Canaan, with two boys, and in getting off after train had started, fell, striking on his left arm.

September 4.—Frost, Mrs., trespasser: bruised. Got on train No. 475 at North Dana to see a passenger, and jumped off after train had started.

September 5.—Ryan, Tom, of Lowell, Mass.: both legs cut off. This man was found lying beside track, about two miles east of Pittsfield, at 5.10 A.M.

September 5.—Gondeau, F., freight brakeman: right arm bruised by getting caught while coupling cars, in Worcester yard.

September 5.—Sullivan, James, yard conductor: thumb jammed. Was under a car of train No. 221, in Boston station, pushing up dead lever; brake went on and lever caught his thumb against beam.

September 7.—Mabey, G. L., yard brakeman: shoulder dislocated. Standing between two cars, to make coupling, at Back Bay yard, Boston, and was struck by corner of car.

September 8.—Daley, P., yard brakeman: left ankle hurt. Going from one car to another, in Worcester yard; did not step far enough, and fell to the ground.

September 10.—Hubbard, Henry, freight brakeman: cut on head and bruised. While switching, in Pittsfield yard, he was on L. S. & M. S. car No. 24904, and his head came in contact with bridge west of station.

September 11.—Cassidy, Henry, of Worcester, Mass.: both legs cut off. Tried to get on a moving freight train, about a mile east of Pittsfield, fell, and his legs were run over.

September 11.—Livingston, S. J., of Chicago, Ill.: collar bone broken. Trying to get on a moving freight train, at east end of Dalton yard.

September 15.—Lindsey, A. W., brakeman: fourth rib cracked. Caught between cars while making up train at Cook Street, Newton Highlands.

September 16.—Muzzen, C., laborer: three scalp wounds, not dangerous. He was oiling and cleaning one of the interlocking switches at North Adams Junction yard, and was struck on the head by the tender of engine No. 62, which was backing up.

September 17.—Barrett, O. C., freight brakeman: back wrenched. Brake head came off while he was setting brake on B. L. car No. 6083, just east of North Adams Junction yard.

September 18.—Smith, W. A., freight brakeman: finger bruised. Caught between draw-bar on engine and head of pin while coupling head end of engine to car at Worcester.

September 22.—Butler, E., yard brakeman: end of finger split open by getting caught while uncoupling cars, at Boston.

September 24.—Demars, P., freight brakeman: badly shaken up. While getting down to pull pin at Back Bay yard, Boston, he fell from car to the ground.

September 24.—Lakin, H., yard brakeman: two fingers bruised by getting caught while coupling engine to car, at Springfield freight yard.

September 25.—Cullen, Willie (eleven years old): trying to get on a mov-

ing freight train, near Westfield, fell between tracks, striking ties; was picked up unconscious and taken home.

September 27. — Loncto, Fred., freight brakeman: fell from train near Indian Orchard, was run over and injured so that he died in a few hours.

September 28. — Trasey, P., yard brakeman: both legs crushed; died in five hours. While switching, at East Albany transfer house, he jumped from car on track No. 2 to some moving cars on track No. 3, lost his balance and fell between cars.

September 30. — Kane, John: legs cut off while trying to steal a ride on a freight train, between Millbury Junction and Worcester.

October 1. — Daley, Patrick, yard brakeman: hip bruised by being struck by pilot beam of engine No. 279, at Brookline Junction.

October 1. — Shaw, Fred, of Syracuse, N. Y.: while trying to get in a Burton stock car that was being moved in Boston yard, he was caught and squeezed between car and engine house.

October 2. — Adlington, L. R., passenger: face and neck cut slightly. Some object struck and broke window as train was passing under first bridge east of Allston.

October 3. — Sergeant, H. G., yard brakeman: small bone in shoulder broken. Stepping from coach at Springfield station, he fell and was struck by truck of coach.

October 3. — Musalk, Albert, passenger: jumped from train No. 75 about a mile east of Springfield station; sent to hospital; extent of injury not known.

October 3. — Bright, Geo., freight brakeman: right leg hurt. While stepping from a box car to a flat loaded with rough stone, a sudden jerk of the engine threw him over on the stone. Accident happened at Milford.

October 4. — Travis, Henry, of Worcester: skull fractured and collar bone broken. Stealing a ride on a freight train, and fell off, near Charlton.

October 4. — Unknown man, passenger: was standing up in train No. 51 as it was passing Brookline Junction; car pitched a little, and he fell, his hand going through the window.

October 5. — Kelley, J., freight brakemen: head bruised. Struck by overhead bridge, east of Allston.

October 7. — Stevens, W., yard brakeman: fore finger, right hand, crushed at first joint, by getting caught behind pin while coupling, at East Cambridge.

October 7. — Stearns, W. I., engineer: while going to engine house, at West Springfield, he walked too close to track No. 21, and was struck by engine No. 2 as it was backing out of house.

October 7. — St. John, Wm., freight brakeman: general shock to system, and bruised about the head and legs. While switching, at Webster Mills yard, the cars he was riding were derailed by misplaced switch; in trying to jump off, he was caught between cars.

October 9. — Dogle, F., freight conductor: arm and head bruised. Knocked off side of a gravel car by signal pole west of cross-over switches, at Allston.

October 11. — Olsson, C., yard conductor: badly shaken up. Getting on a car as train was pulling out of upper yard, Boston, and was knocked off by a pole between tracks.

October 11. — Finney, Harry, yard brakeman: toes on left foot jammed. While coupling, at Back Bay, Boston, he put his foot against draw-bar to push it over; foot slipped and was caught between draw-bars.

October 12. — Clobe, Geo., and team: Clobe cut on side of head, thumb jammed and hip hurt; horse injured so it had to be killed; cart demolished.

Crossing tracks, at Lanagan's private crossing, South Framingham, and was struck by train No. 264.

October 12. — Mullen, M., yard brakeman: lower jaw cut. While coupling cars, at new yard, East Boston, a pin flew and struck him on the jaw.

October 13. — Closson, O., freight brakeman: head cut and bruised. As train was pulling into Back Bay yard, Boston, he was standing between engine and tender; leaned out to look for rear end of train, and was struck by iron frame on semaphore post.

October 15. — Lebeau, Louis, yard brakeman: arm strained by getting caught by lever while uncoupling cars, at East Boston.

October 15. — Sanders, John, freight conductor: arm and knee bruised. As he was coming out of cabooses, at Palmer, train separated, the two sections came together, and the shock threw Sanders against railing on caboose.

October 16. — Wilcox, E. M., engineer; Seagers, H., fireman: Wilcox, shoulder hurt; Seagers, fingers bruised. While making up train, in West Springfield yard, threw some cars on track No. 14; engine then backed down on track No. 10, but did not clear, and cab struck car.

October 18. — Mullen, J., yard brakeman: thumb bruised by getting caught while coupling, at Allston shop yard.

October 18. — Courtney, Larry, yard brakeman: face, chest, arms and leg bruised. While going up side ladder of car, in Springfield yard, he was brushed off by a tree standing beside track.

October 19. — Costigan, Daniel, laborer: leg bruised. Unloading dirt from wheelbarrow to waste box, on No. 3 spur track, at Springfield station, he was struck by pay car as it was being backed down on track.

October 21. — Butler, E., yard brakeman: chin cut. Coming down ladder of car on No. 3 house track, Boston, his foot slipped and he fell, striking his chin on platform.

October 21. — McHale, John, of Hopedale, Mass.: left leg cut off while trying to board a moving freight train, near North Grafton.

October 25. — Bastian, W. F., yard brakeman: thumb and finger pinched by getting caught between draw-bars while coupling, at Pittsfield.

October 25. — Dinn, Joseph, laborer: killed. Working on track, and was run over by engine No. 132 while switching, at Cottage Farm.

October 25. — Unknown man: struck and killed by train No. 608, just east of tower No. 9, Cottage Farm.

October 27. — Smith, G. C., yard brakeman: hand jammed by getting caught while coupling engine to car in Worcester yard.

October 27. — Unknown man: killed. Body found on track No. 1, one mile west of West Warren, at 6.40 A.M., by train No. 334; cold when found.

October 27. — Aldrich, F., fireman: scalp cut and one tooth broken off. While sitting in cab he was struck by something which it is supposed projected from a west-bound freight train which they passed between Rochdale and Webster Junction.

November 1. — Davidson, J. H., freight brakeman: both legs cut off above the knees; died of injuries. Fell from train while switching in Worcester yard, and was run over.

November 1. — Gouchie, Jos., yard brakeman: head bruised and cut back of ear. Switching train No. 42 in Boston yard; Gouchie was hooking up safety chain, and got his head caught between cars when engine coupled on.

November 1. — Reed, S. F., yard brakeman: badly shaken up and left arm

broken. While switching, in Brighton yard, the cut-off lever failed to work, and sudden stop threw Reed off car.

November 2. — Lister, John, yard brakeman: right arm jammed by getting caught between dead-woods while coupling cars, at East Boston.

November 2. — Newton, G. P., fireman: backing onto train after leaving a car at North Wilbraham, and struck with such force that Newton was thrown down, hurting his face and head.

November 3. — Kelliher, Dennis, yard brakeman: head bruised and neck hurt. Thrown from a box car into a coal car by cars coming together while switching, in Springfield yard.

November 4. — Ravine, James, of New Braintree, Mass.: bruised about face, head and shoulders; horse cut badly; wagon broken. Attempted to drive over double crossing at East Brookfield ahead of train No. 438, and team was struck by engine.

November 6. — Moran, John: left heel and toe on right foot smashed. Stealing a ride on a freight train, and got his feet caught between draw-bars, at Palmer.

November 6. — Connell, Patrick, freight brakeman: head and face cut. Sudden application of air brake, as train was pulling out of North Wilbraham, threw Connell against closet in caboose.

November 9. — LaCrosse, Jeffery, trespasser: stepped off a freight train onto track No. 1, about two hundred yards west of West Brookfield station, and was struck by train No. 83.

November 9. — Dolan, Felix, trespasser: killed. Walking on track, near Jamesville, and was struck by train No. 54.

November 9. — Beals, W., freight brakeman: leg bruised. While pulling pin between engine and car, at Westfield, he reached for side ladder, his hand slipped from grab-iron and he fell to the ground.

November 10. — Bennett, J., yard brakeman: four fingers of left hand crushed. Hanging on side of a coal car, while it was being switched in Boston yard, and when it struck other cars the iron pipe in car rolled and caught his hand.

November 11. — Unknown man: this man was found lying on track, one mile west of Becket, with both legs cut off; died in about an hour after he was found.

November 11. — Toward, C. P., foreman, Western Union Telegraph Company: killed. While at work near Chariton he stepped out of the way of train No. 83 and was struck by train No. 110.

November 11. — Warren, M., freight brakeman: cut over eye, and thrown down on top of car by coming in contact with overhead bridge east of North Grafton.

November 13. — Murray, J. E., freight brakeman: right arm crushed between elbow and shoulder by getting caught by dead-woods while coupling, at West Springfield yard.

November 15. — Jordan, Chas., freight brakeman: shoulder bruised. Getting on moving train after leaving car at Westfield, lost his hold on caboose stanchion and fell, his shoulder striking on a tie.

November 16. — Stanley, E., freight brakeman: part of one finger taken off by getting caught while coupling cars, at Palmer.

November 17. — George, Mrs. O. L., of Newton Centre: back hurt. Stepped from train No. 203 before it had stopped, at Newton Centre, and fell.

November 18. — Harding, H., yard brakeman: one finger cut and one bruised

by getting caught while uncoupling engine from car at Springfield freight yard.

November 19. — Conner, J., freight brakeman: killed. Slipped from top of car, at Charlton, and a car wheel passed over his head, cutting off the skull.

November 19. — LaCrosse, Mrs.: side and hip bruised and wrist injured. This woman was being assisted from train No. 494 by her daughter; train started before she had fully alighted, and both fell on station platform.

November 20. — O'Connor, J., freight brakeman: left arm badly jammed by getting caught while coupling cars, at West Springfield yard.

November 22. — Reagen, J. J., yard brakeman: one finger broken, left hand. Getting on a baggage car, in Worcester yard, caught hold of lever guard just as cars came together, and lever fell on his hand.

November 24. — Curran, Daniel, laborer: back injured. Engine No. 52 was moving derrick car belonging to Contractors Holbrook, Cabot & Daley, on track No. 4, at Newton; derrick struck plank on which Curran was working, and he fell to track. He had been warned that train was coming.

November 25. — Burnes, Henry, of Pittsfield: right leg run over. This man was found lying between the tracks, about a mile east of Jamesville. He was intoxicated.

November 27. — Callahan, J. F., freight conductor: face skinned and eye blackened. Train separated at Riverside, and sudden application of air brake threw him against door of caboose.

November 27. — Griffiths, W., freight brakeman: one finger badly jammed by getting caught while coupling cars, at West Springfield yard.

November 27. — Loncto, Geo. (twelve years old), of Merrick, Mass.: both legs run over; died of injuries. Said he got on switch train at Springfield station to ride to West Springfield yard, and on reaching there fell between the cars.

November 28. — Doyle, James, freight brakeman: third finger, left hand, bruised. Caught between head of pin and dead-wood of car while coupling, at North Adams Junction.

December 1. — Bowler, T., freight brakeman: cut on top of head. Standing on top of A. R. L. car No. 7484, and his head came in contact with overhead bridge, at East Brookfield, throwing him down on top of car.

December 2. — Lubinsky, Joseph, laborer: killed. Body was found about 6.30 P.M., lying in ditch beside track No. 1, 500 feet east of St. James Street, Newton.

December 4. — O'Connell, Jerry, freight brakeman: left wrist broken, and cut over eye. Slipped from top of car No. 12376, L. & N., near North Wilbraham, and fell to the ground.

December 6. — Butler, E. W., yard brakeman: left side of face scratched and left leg severely bruised. Jumping from doorway of a car onto bulkhead at east end of cattle track, Brighton yard; he says his foot caught and threw him between the car and bulkhead.

December 6. — Morrill, John A., conductor: finger pinched by getting caught while coupling two gravel cars, at Riverside gravel pit.

December 8. — Hill, A. W., freight conductor: bad cut on back of head. Raised his head before train had cleared bridge No. 84, at Warren, and it came in contact with cross-beam.

December 11. — Pillet, Fred: killed. Tried to get on a moving freight train, just east of North Grafton, and was thrown under.

December 16. — Debee, A. D., fireman: side rod of engine No. 110 broke,

near Allston, and made a hole in boiler, in cab; Debree jumped off and fell, cutting his face.

December 20. — Bruso, J., freight brakeman: head cut and wrist sprained. Making running switch of caboose, at Palmer; Bruso says brake would not hold, and he was going to other end when caboose came in contact with a car, throwing him down.

December 23. — Lynch, John, cut on head; Conlon, Wm., not injured; wagon demolished. Two men (intoxicated) would not heed warning of flagman, and attempted to drive over Bloomingdale crossing ahead of engine No. 19, which was going to coal pile; engine struck team, with above result.

December 24. — Flanders, J. W., yard brakeman: back and hips bruised. Switcher was putting caboose on a freight train that was backing down in Worcester yard, and when they came together he was caught between end of caboose and brake wheel.

December 24. — Barker, Mr.: cut on head and nose scraped. Just before train No. 45 stopped at Worcester, he stepped from train and fell.

December 24. — Newell, Marshall, assistant to division superintendent: killed. Body was found on track No. 1, just west of tower No. 41, Springfield, at about 7.30 P.M. He rode from West Springfield yard on an engine, and was struck by an engine going in opposite direction.

December 26. — Greeless, Geo., yard brakeman: left hand crushed by getting caught while coupling cars, at Back Bay yard, Boston.

December 27. — Bird, W. H., Allston: shaken up. Tried to get on train No. 111 after it had started, at Allston; caught hold of the hand-rails, and was dragged along about thirty feet till he let go and fell on walk between tracks Nos. 3 and 4.

December 27. — Ericsson, Chas., yard brakeman: heel bruised. Coupling up cars on No. 2 track in new yard, East Boston, and when cars came together and brake was applied on engine he was thrown from the car he was standing on.

December 28. — Kerrigan, Chas., of Providence, R. I.; Murphy, Frank L., of Pawtucket, R. I.: Kerrigan fatally injured; Murphy cut on head. These men were running away from watchman in Worcester yard, and were struck by engine No. 114, which was backing up from tower.

December 30. — Gordon, Mrs. E. A., of Newton Centre: contusions, and severe shaking up. Jumped from train No. 98 after it had started, at Newton Centre, and fell.

December 30. — Heard, A. V., freight brakeman: back bruised. He was going to get on his train, which was pulling off track No. 9 in Worcester yard; he stood between tracks Nos. 7 and 9, and as cars passed him an iron handle on door of S. R. L. car No. 987 struck him in the back and knocked him down.

December 30. — Forbes, John, freight brakeman: hand cut. Train started just as he was about to go out of rear door of caboose, at Westfield; he put out his hand to save himself from falling, and it went through light of glass in door.

Jan. 3, 1898. — Gazway, Jas., yard brakeman: arm hurt. Switching train No. 10, at stone yard, Boston; while pulling three sleepers off of track No. 8, his arm came in contact with tell-tale post between tracks Nos. 8 and 1.

January 3. — Dennison, James, of West Newton: both legs cut off below the knees; died at hospital. He was walking on track No. 3, at West Newton, and was struck by train No. 91.

January 3.—McGowan, J. J., freight brakeman: third finger of right hand jammed by getting caught while coupling two cabooses, in Worcester yard.

January 4.—Brooks, S. C., tower man: killed. Found lying on track No. 5, near tower No. 6, Back Bay, Boston; supposed to have been run over by engine No. 182.

January 4.—Chick, D. L., checker: four ribs and collar bone broken. Was walking between "shute" track and lime platform, at wharf, Boston; switcher was backing some cars onto "shute" track, and Chick was caught between one of them and the platform and rolled around two or three times.

January 5.—Dubois, Geo., freight brakeman: sprained ankle. Train was backing off at Warren, and on account of a misplaced switch ran in on milk shed track; when Dubois saw where train was going, he jumped off, with above result.

January 8.—McGrath, P. J., yard brakeman: muscles of left leg bruised. Coupling engine to baggage car, in Worcester yard; Miller coupler slipped by and caught his leg.

January 8.—Smith, Miss Susan A., of Waltham, Mass.: left side bruised. Got on train No. 34 at South Framingham, thinking it was going to Lowell; found out her mistake, and jumped off after train had started, and fell on station platform.

January 8.—Roberts, John, employee of Murdock & Co.: pinched between cars; no bones broken. Train No. 451 was switching at Waterville; Roberts had been loading a car, and started to go around end of it when cars came together and caught him.

January 13.—Clark, James, night switchman, bridge No. 3: slightly bruised on ear and face. After throwing switch for engine No. 17 to cross over from track No. 16 to track No. 2, Boston yard, he walked around engine and was struck by steps of caboose that engine No. 99 was pulling off caboose track.

January 13.—Coyne, W. J., freight conductor: left thumb and wrist sprained, and thigh bruised. Engine separated from train, at Westborough, and sudden application of air brake threw Coyne down in caboose.

January 13.—Hinds, J., freight brakeman: bruised about face and thigh. Engine separated from train, at Westborough, and sudden application of air brake threw Hinds against stove in caboose.

January 13.—Luce, Daniel, freight brakeman: end of thumb smashed by getting caught between draw-bars while coupling pusher engine to train No. 99, at Chester.

January 14.—Comber, Miss Maggie: scalp wound and cut on back of left hand. Attempted to get on forward end of combination car of train No. 126 after train had started, at Chestnut Hill, and fell under car.

January 14.—McCurn, M., freight brakeman: hips and back bruised. A car had been dropped in on freight house track at Charlton; McCurn opened knuckle while car was in motion, and then attempted to climb up onto platform, but was caught between car and platform and rolled over and over.

January 17.—Daly, Philip, freight conductor: head bruised. Engine separated from train, at Worcester, causing air brakes to go on suddenly, and Daly was thrown over stove onto floor of caboose.

January 19.—Sullivan, D., car inspector: lost right thumb and was cut on back of head. There was a freight train pulling out, and a passenger train backing in, in Boston yard; Sullivan was struck by the passenger train.

January 24.—Defose, Amos, of Mittineague, Mass.: three toes of right

foot crushed. Says he was crossing between two cars in West Springfield yard, and had one foot on bunter when train backed up and caught his foot between dead-wood and bunter.

January 25. — Sullivan, C., freight brakeman: right wrist sprained. Fell between two cars while passing over train in West Springfield yard.

January 26. — Unknown man: found lying between tracks Nos. 1 and 2, near bridge No. 55, Worcester, by crew of Worcester switcher. He was taken to hospital, where he died in a short time. Supposed to have been struck by train No. 63.

January 26. — Huntley, Geo. D., U. S. welgher: one rib broken. While passing over No. 5 house crossing, old yard, East Boston, he was struck by draw-bar of car that was being moved by switch engine. Huntley was carrying an umbrella, which obscured his view so that he did not notice train, and walked directly in front of car.

January 26. — Hanson, C., employee of Fairbanks Scale Company: compound fracture of left leg. Was working on scale on a dump car at Lehigh Street coal shed, Boston, when engine No. 277, in backing to round house, struck the car, throwing it from the track and onto his leg.

January 27. — Nicholas, Oscar, yard brakeman: both legs run over; died of injuries. While switching in old yard, East Boston, he threw the wrong switch and walked down track No. 31; cars followed on same track, and he was run over.

January 28. — Comans, E., fireman: back and side bruised. Side rod of engine No. 264 broke, smashing left side of cab, and Comans was struck by some of the broken pieces.

January 29. — McLaughlin, James, freight brakeman: slight scalp wound. Came in contact with bridge while switching, at North Adams Junction, and was thrown down on top of car.

January 29. — Clark, F., freight brakeman: index finger, right hand, jammed, by getting caught while coupling cars, at Hinsdale.

January 29. — Wallace, Mrs. Ella J.; Murphy, Miss Bridget: killed. Walking on track, near Riverside, and were struck by train No. 205.

January 31. — Dumphrey, James, freight brakeman: knee hurt. He was standing in end of a drop end coal car (No. 8757 D. & H. C.), when a sudden jerk threw him off and his knee struck on the rail. Accident happened at West Brookfield.

February 1. — Noyes, F. W., passenger: back hurt. Alighting from train No. 171, at Newton, he slipped on snow on steps of combination car No. 51.

February 3. — Phenix, C. A., freight brakeman: left hand jammed by getting caught while coupling cars, at Palmer.

February 3. — Cassidy, James, fireman: leg hurt. Switch engine No. 33 was taking a train of empty cars to depot, Boston; engine No. 4, following, struck train, and Cassidy was thrown against boiler head.

February 4. — Sullivan, H., freight brakeman: right thumb badly jammed by getting caught while pulling pin between engine and caboose, at West Springfield yard.

February 5. — O'Connor, J. D., freight brakeman: left ankle sprained, right leg and hip bruised. Getting down from rear car to caboose, at North Adams Junction, slipped on round of ladder and was dragged about two car lengths.

February 6. — Daly, John, of Brookline, Mass.: left leg run over below the knee. Attempted to get on train No. 140 after it had started, at Westborough, and fell between car and station platform.

February 6. — Mireino, Antonio, laborer: fell between cars of snow train, at Worcester, and was run over, receiving injuries from which he died in about seven hours.

February 11. — Bartholomew, A. B., freight brakeman: while unloading freight at North Wilbraham, he stepped from moving car with a bundle of steel, tripped and fell on platform, spraining his left knee.

February 14. — Goldsmith, J. T., freight brakeman: end of finger crushed by getting caught while coupling cars, at Mittineague.

February 14. — O'Connell, B., freight conductor: finger jammed by getting caught while coupling engine to car, at Dalton.

February 19. — Bombard, John, of Huntington, Mass.: hurt about head and chest, and one toe crushed. Trying to get on a moving freight train, at Russell.

February 19. — Cammell, Peter, trespasser: killed. Walking on track, about two hundred feet east of Natick station, and was struck by engine of train No. 610.

March 1. — Harding, E., fireman; Johnson, R., yard brakeman: Harding severely shaken up; Johnson cut on face. Boiler of switching engine No. 18 exploded, at Brighton.

March 1. — McMonagle, W., freight brakeman: one leg bruised by getting on caboose while train was in motion, at Worcester.

March 3. — Delehanty, J. N., freight brakeman: got on engine No. 76 to ride from one part of West Springfield yard to another; in getting off, he slipped, but held onto handle on tender and swung around; his shoulder was dislocated by striking moulding on tender.

March 3. — Buchanan, A., yard brakeman: while switching Wagner car, in stone yard, Boston, he slipped from steps of car and sprained his ankle.

March 4. — Preble, W. H., of Boston: right arm and back bruised. Went out to get the air while train No. 60 stood in Worcester station, and slipped down the steps of the smoking-car.

March 7. — Hines, J., freight brakeman: hip bruised. Struck by a car which was passing as he was throwing a switch, in Boston yard.

March 10. — Atkinson, Harry, freight brakeman: cut about the head and bleeding from mouth and nose. Knocked from side ladder of car by distant signal post between tracks Nos. 2 and 3, at Cottage Farm.

March 17. — Murphy, John, yard brakeman: finger jammed by getting caught while coupling engine to car, in Boston yard.

March 18. — Connolly, James, passenger on train No. 175: was told to change cars at Newton Highlands, but attempted to do so at Chestnut Hill; train started before he got on, and he was thrown down on station platform, receiving a cut over eye.

March 18. — Blake, S. L., yard brakeman: claims he fell from car while going up ladder, at East Cambridge, hurting his back.

March 19. — Flanagan, Thomas (about ten years old): left arm cut off below elbow. Tried to get on a moving freight train, at East Boston, and fell with his arm over rail.

March 20. — Hubbard, Geo., of Pittsfield: killed. Body was found, at 5.30 A.M., lying beside track on Fourth Street bridge, Pittsfield; cold when found.

March 21. — Hubbard, A. B., yard conductor: fingers of right hand jammed by getting caught between draw-bars while coupling, in Pittsfield yard.

March 21. — Lincoln, Geo., of New York City: killed. Walking on track near Worcester, and was struck by train No. 31.

March 21. — McDonough, Walter, of East Boston: both legs run over and crushed. Got off a freight train, on which he had been stealing a ride, at Saratoga Street, East Boston; fell, and his legs went under the train.

March 21. — Simpson, A. H., freight brakeman: shoulder hurt. Trying to get on car as train was backing in on side track at South Framingham, and his shoulder came in contact with signal post beside track.

March 25. — Brusoe, J., freight brakeman: right thumb bruised. Caught between pin and car while coupling, at West Springfield yard.

March 27. — Brookhower, G. F., of Lowell, Mass.: face cut. Jumped from train No. 60 while it was in motion, in Worcester yard.

March 27. — Farrell, E. G., freight brakeman: knee and hip hurt. While going up ladder of car, at Cottage Farm, he reached for handle on top of car; handle was broken off, and he fell to the ground, his knee striking the rail and his hip on a stone.

March 28. — Dumphrey, J., freight brakeman: face scratched and limbs bruised. While switching, at East Brookfield, he was riding four cars back to train, and when they struck he lost his hold and fell to the ground.

April 2. — Chase, Elmer, freight brakeman: engine No. 99, with three cars, was backing up in No. 3 house, Boston, to couple onto two other cars; when within about twenty feet of them Chase stepped in front of the moving cars, caught his foot between rails and fell. He succeeded in removing his foot, but his left arm went across rail and was run over.

April 2. — Gardiner, C., freight brakeman: legs hurt. Was about to step from one car to another while making up train, at Warren; couplers did not work, cars separated, and Gardiner fell to the ground.

April 4. — Reynolds, O., freight conductor: side and back hurt. While switching train, at Worcester, he was stepping from one car to another just as brakeman uncoupled them; cars separated, and Reynolds fell between them.

April 8. — Terrill, Frank, passenger brakeman: face burned by hot water while separating steam hose, at South Framingham.

April 10. — Unknown man: killed. Body was found on pilot of engine of train No. 81. It was first noticed by fireman as train was passing an electric light just east of Palmer.

April 11. — Emery, O. S., freight brakeman: back hurt. While applying brake on a coal car, at Webster Mills, he lost his hold and fell to the ground.

April 13. — Gorham, Thos., laborer: right leg bruised. While turning crank on a hand car, on Grand Junction branch, the crank caught in his clothing, throwing him off the car, and the car ran over his leg.

April 13. — Barrett, James, yard brakeman: chest bruised. While switching, in Springfield freight yard, he was stepping from one car to another when they separated, throwing him against next car.

April 14. — Unknown man: he was walking beside track near Trap Rock Quarry, between Westfield and Mittineague, and was struck by engine of train No. 32; died in about ten hours.

April 17. — McDonald, James, freight brakeman: head and breast bruised. Train stopped about one mile east of North Adams Junction, and when they started again pulled out a draw-bar; the two sections of train ran about five car lengths, and when they came together McDonald was thrown against door of caboose.

April 19. — McLaughlin, Andrew, of Jamaica Plain, Mass.: killed. Was crossing tracks near Brookline Junction, and was struck by train No. 161.

April 19. — Sullivan, John, of Westfield, Mass.: attempted to board a west-bound freight train, at Westfield, tripped on cross-frogs at west end of station and fell, injuring his leg so as to require amputation above the ankle.

April 20. — Kirby, T., freight brakeman: head cut, arm sprained and side hurt. Going down side ladder of car, at Chester, came in contact with water spout and was knocked off.

April 20. — Parmenter, Mrs. C. F., of Natick, Mass.: got on train No. 22, at Worcester, intending to go to Natick; found that train did not stop there, and got off after it started, spraining her ankle.

April 22. — Erickson, Charles, yard brakeman: foot hurt. Getting off Michigan Central car, No. 12156, at East Boston, and when his foot was in the stirrup it was caught by belaying post on wharf.

April 22. — Garvey, M. J., gravel train brakeman: killed. Fell from dump car at bridge No. 15, Boston, and was run over.

April 26. — Kellogg, Arthur, of North Wilbraham: killed. Body was found at 8.50 A.M. by crew of a freight train, lying on track between North Wilbraham and bridge No. 100; cold when found.

April 29. — McMann, W. R., freight brakeman: finger pinched. Coupling cars, at West Springfield yard, and says the link flew around and his finger was caught between link and bunter.

May 2. — Williams, T. G., freight brakeman: right knee cut and left knee bruised. Was going from rear car to caboose, when train was one mile east of North Grafton, lost his hold on side ladder and fell to the ground.

May 3. — O'Brien, D., freight brakeman: hip and side bruised. Stood on caboose steps, at Chester; leaned out to look at something, was struck by switch target and fell off.

May 3. — Kenyon, F., freight brakeman: back and neck hurt. Train was flagged about one mile east of Middlefield, and the sudden application of air brake threw Kenyon from cupola of caboose to the floor.

May 5. — Coakley, C., freight brakeman: thigh hurt. While switching, at Millbury ice house, he was riding three cars down to train, and fell from them to the ground.

May 6. — Martin, Maurice: head bruised. Jumped from rear car of train No. 331, about one-quarter mile west of South Worcester.

May 9. — Clark, J. E., yard brakeman: side injured. While switching, in West Springfield yard, Clark was standing on foot-board on front of engine, and engine came against cars with such force that he was caught between engine and end of car.

May 10. — Clark, Thos., of Fitchburg, Mass.: ear bruised. Tried to get on moving freight train, at Warren, and fell; was struck on side of head by an oil box.

May 11. — Baird, Geo., yard brakeman: finger jammed by getting caught behind pin while coupling cars, in Huntington Avenue yard, Boston.

May 11. — O'Hearn, Wm., of East Boston (fifteen years old): tried to get on a moving freight train, at Somerville, fell, and his left foot was cut off.

May 11. — Howard, Miss Marjorie, of West Newton: killed. Engineer of train No. 265 reports that about one-quarter mile west of Faneuil he saw a dark object lying on track, and when he arrived at South Framingham found blood marks under engine and tender.

May 13. — Cavanaugh, John, of Pittsfield: head and face cut. Got on a west-bound freight train as it was passing through Pittsfield yard, climbed up on top of car, and was struck by overhead bridge at station.

May 14. — Rumrill, R., freight brakeman: right arm badly wrenched. While passing over train, in West Springfield yard, he stepped into open trap door of a stock car, and, falling over, struck on his arm.

May 18. — Craighead, Wm. S., killed. Was walking on track near Blanchard's Cut (Palmer), and was struck by engine of a west-bound freight train.

May 19. — Knott, John: left arm broken. Was walking beside track, one mile west of West Warren, and front end of engine of train No. 88 struck him.

May 19. — Pinckney, M. C., freight conductor: killed. When about one and a half miles west of Hinsdale, the engine of Springfield local collided with caboose of Pinckney's west-bound train; Pinckney had his caboose cut off from train, and was standing on forward end of it; when it was struck he was thrown off and struck on the back of his head.

May 20. — Kirby, James, yard brakeman: ankle sprained. Getting on car in West Springfield yard, one of the lug bolts in round of ladder gave way, letting him fall to the ground.

May 20. — Casey, Michael, employee of Swift & Co.: right arm and back bruised. Cattle were being loaded at Brighton; Casey was on north side of car, tying bulls, when door of a car switched in on next track struck him, throwing him to the ground.

May 21. — Boivin, Samuel (boy): left leg cut off, right leg broken. Tried to get on a moving freight train, at Athol Junction, and fell under the wheels.

May 21. — Hughes, Thos., of Pittsfield: badly shaken up. Fell while getting off a moving freight train, on which he had been stealing a ride, about one-quarter mile west of Pittsfield.

May 23. — Olstrum, Herman, section man: killed. Struck by train No. 27, while at work on track just east of Cordaville.

May 23. — Cohen, J. (boy): cut about the head and shoulders. On ladder of electric signal while train was being switched in Boston yard, and either fell or was knocked off.

May 23. — Manley, John J.: toes of left foot crushed. Was walking on track near Cochran Chemical Works, Everett, and was struck by tender of engine No. 119.

May 25. — Clark, Peter, of Springfield, Mass.: right hand cut and bruised. This man was in charge of a horse, and was standing in doorway of car while it was being switched in Boston yard; grain door fell and struck his hand.

May 26. — Bissell, Wm., of Worcester, Mass.: killed. Jumped from a freight train that was standing on turnout at Washington, and was struck by engine of train No. 14.

May 27. — Mortell, Joseph, of West Newton (boy): right foot run over. Tried to get on a coal car as it was being switched to Eddy's coal trestle, at West Newton, fell off, and his foot went under the wheels.

May 29. — McGrath, P., freight brakeman: fore finger of left hand badly bruised by being caught between draw-bars while coupling cars, at Cottage Farm.

May 30. — Stevens, Henry: leg cut by striking some part of car while getting off from freight train on which he had been stealing a ride, at Charlton.

May 31. — Doherty, C. J., Co. I, Ninth Regiment, M. V. M.: killed; skull fractured, from which he died in a short time. Was leaning out of window of car in special train as it was passing Westborough station, and his head came in contact with water spout and marker.

May 31. — Leonard, M., police officer; Lynch, E., of Pittsfield: Leonard, ribs broken, arm crushed and skull fractured, died of injuries; Lynch injured about the head. While endeavoring to keep crowd back from tracks at Pittsfield, these men were pushed against a freight train which was passing.

June 1. — Kilmer, J., fireman: taking on cars at Palmer, and when they came together he claims he was thrown back against tender, hurting his back.

June 2. — Phelps, C., freight brakeman: index finger of left hand jammed by getting caught while coupling engine to caboose, at West Springfield yard.

June 2. — Foley, Jeremiah, of Roxbury, Mass.: skull fractured, and probable fracture of left arm. Said to have jumped from train No. 1, at Huntington Avenue, Boston, and was struck by forward end of car on train No. 92.

June 2. Carroll, John, trackman: killed. Was at work helping put in a switch in a side track at Everett; stepped over onto main track, and was struck by engine No. 119.

June 3. — McTighe, J. J., freight brakeman: caboose, that was being "kicked" onto track No. 14, in West Springfield yard, struck corner of a car on track No. 8, and McTighe was thrown from caboose to the ground, hurting his left leg.

June 3. — Perry, N., freight brakeman: caboose, being "kicked" onto track No. 14, in West Springfield yard, struck corner of a car standing on track No. 8, and Perry was thrown from caboose to the ground, hurting his right leg.

June 3. — Bowler, T., freight brakeman: head cut and left leg and arm hurt. Caboose, being "kicked" onto track No. 14, in West Springfield yard, struck corner of a car standing on track No. 8. Bowler was fixing deck-light; his head went through a window and he fell to the floor.

June 3. — Unknown man (colored): killed. While leaving cars at South Framingham, the rear part of train ran ahead and collided with forward end; this man was between two cars, and when they came together he was crushed.

June 6. — Twombly, Leroy E., yard brakeman: thumb of right hand crushed by getting caught between draw-bars while coupling engine to car, at East Boston.

June 7. — Hamlett, C. G., assistant division roadmaster: head bruised. While unloading gravel, at Warren, the cable of the rapid unloader slipped over the stakes on car and struck him.

June 9. — Furgerson, Mrs. Mary, of Waltham, Mass.: back slightly hurt. Jumped from train No. 185 just after it had started from West Newton station, and fell on her head and back; said she was not hurt much.

June 10. — Flynn, Thos.: collar bone broken. Attempted to cross track ahead of train No. 37, one-half mile west of Westborough station, and was struck by hunter beam of engine.

June 11. — McInerney, Peter, of Springfield: head and face bruised. Tried to get on a moving freight train, at west end of Springfield yard, lost his hold and fell; he was intoxicated.

June 11. — Lowall, F. B., yard brakeman: hip and head bruised. Getting on a moving car, in Boston yard, and as he swung around he struck a car standing on next track.

June 11. — Bastion, Wm., freight brakeman: right arm hurt and slight bruise on head. Rode in two cars, at North Adams Junction, and when they struck other cars on same track he fell from car to the ground.

June 24. — Baddracco, Frank: left leg hurt. Stealing a ride between two cars of a freight train; when train backed up, at Indian Orchard, his leg was caught and bent up, squeezing it badly.

June 25. — Tryon, C. P., freight conductor: killed. Train ran in on side track at Barre, on account of a misplaced switch; Tryon was riding on the engine; he jumped off and was run over by cars of train.

June 27. — Sullivan, Albert (about eight years old): playing with other boys near the track, one-quarter mile east of Pittsfield station; he ran onto track, and was struck by engine of train No. 12 and hurt about the head.

June 30. — Unknown men, two: killed. At 1.45 A.M. a party of five tramps notified the despatcher at North Adams Junction that the bodies were on track at mile post No. 149.

June 30. — Isackson, E. B., yard brakeman: hip bruised. Getting on train, at South Framingham, grab-iron on New York Central car No. 15707 gave way, and in falling his hip struck on rail.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President and Clerk of Corporation*, Boston, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass. Frank H. Ratcliffe, *Assistant Treasurer*, Boston, Mass. Samuel Hoar, *General Counsel*, Boston, Mass. Myron E. Barber, *General Auditor*, Boston, Mass. Walter H. Barnes, *General Manager*, Boston, Mass. Henry B. Chapin, *General Traffic Manager*, Boston, Mass. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Hamilton Perkins, *General Freight Agent*, Boston, Mass. William R. Robeson, *General Superintendent*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. John Cummings, Woburn, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Chauncey M. Depew, New York, N. Y. Edward B. Gillett, Westfield, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Albert C. Houghton, North Adams, Mass. Jacob C. Rogers, Peabody, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Charles S. Sargent, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM BLISS,
EDWARD D. HAYDEN,
J. A. RUMRILL,
SAMUEL HOAR,
JACOB C. ROGERS,
ALBERT C. HOUGHTON,
STEPHEN SALISBURY,
CHARLES S. SARGENT,
Directors.
C. E. STEVENS, *Treasurer.*
WALTER H. BARNES,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 26, 1898. Then personally appeared the above-named William Bliss, Edward D. Hayden, J. A. Rumrill, Samuel Hoar, Jacob C. Rogers, Albert C. Houghton, Stephen Salisbury, Charles S. Sargent, C. E. Stevens and Walter H. Barnes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,
Justice of the Peace.

RETURN
OF THE
BOSTON & LOWELL RAILROAD CORPORATION
FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$876,216 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$7,000 00
Interest on funded debt,	346,864 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	353,864 00
NET DIVISIBLE INCOME,	\$522,352 00
Dividends declared (8 per cent),	\$522,352 00
Amount of surplus June 30, 1897,	\$1,423,163 91
TOTAL SURPLUS JUNE 30, 1898,	\$1,423,163 91
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$11,754,325 56
Cost of equipment,	833,583 94
Stock of St. Johnsbury & Lake Champlain Railroad Company,	\$360,470 50
Stock of Peterborough Railroad Company,	19,860 00
Stock of Essex Marine Railway Company,	3,725 00
Bonds of Central Massachusetts Railroad Com- pany,	\$2,000,000 00
Bonds of St. Johnsbury & Lake Champlain Railroad Company,	895,000 00
	2,895,000 00
TOTAL PERMANENT INVESTMENTS,	\$15,866,965 00
Cash,	\$316,167 34
Due from solvent companies and individuals,	456,811 59
Sinking and other special funds,	12,855 20
TOTAL CASH AND CURRENT ASSETS,	785,834 13
TOTAL,	\$16,652,799 13

LIABILITIES.		CR.
Capital stock,		\$6,529,400 00
Funded debt,		8,824,900 00
Current liabilities:		
Dividends not called for,	\$261,308 00	
Matured interest coupons unpaid (including coupons due July 1),	40,898 50	
TOTAL CURRENT LIABILITIES,		301,701 50
Accrued liabilities: interest accrued and not yet due,		60,778 52
Sinking fund for redemption of bonds of Salem & Lowell and Lowell & Lawrence R.R. Cos.,		12,855 20
Profit and loss balance (surplus),		1,423,163 91
TOTAL,		\$16,652,799 13

CAPITAL STOCK.		
Capital stock authorized by law,	\$7,379,400 00	
Capital stock authorized by votes of company,	6,529,400 00	
Capital stock issued and outstanding,		\$6,529,400 00
Number of shares issued and outstanding,	65,294	
Number of stockholders,	2,157	
Number of stockholders in Massachusetts,	1,826	
Amount of stock held in Massachusetts,	\$5,632,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Bonds of July 1, 1876,	6	July, 1896,	\$3,000 00	-
Bonds of July 1, 1879,	5	July, 1899,	620,000 00	\$31,000 00
Bonds of May 1, 1888,	4½	May, 1903,	250,000 00	11,250 00
Bonds of September 1, 1886,	4	Sept., 1906,	50,000 00	20,000 00
Bonds of November 1, 1896,	4	Nov., 1906,	500,000 00	20,000 00
Bonds of June 1, 1887,	4	June, 1907,	2,000,000 00	80,000 00
Bonds of July 1, 1887,	4	July, 1907,	325,000 00	13,000 00
Bonds of April 1, 1889,	4	April, 1909,	350,000 00	14,000 00
Bonds of April 1, 1892,	4	April, 1912,	1,000,000 00	40,000 00
Bonds of February 1, 1893,	4	Feb., 1913,	1,000,000 00	40,000 00
Bonds of March 1, 1895,	4	March, 1915,	500,000 00	20,000 00
Bonds of July 1, 1896,	4	July, 1916,	750,000 00	30,000 00
Bonds of October 1, 1897,	4	Oct., 1917,	200,000 00	9,000 00
Bonds of Salem & Lowell Railroad,	6	Oct., 1898,	226,900 00	13,614 00
Note in favor Nashua & Lowell R.R.,	5	July 1, 1900,	100,000 00	5,000 00
TOTALS,			\$8,324,900 00	\$346,864 00

SINKING FUND.

Amount, June 30, 1897, of sinking fund,	\$12,360 77
Additions during the year to sinking fund,	494 43
TOTAL SINKING FUND JUNE 30, 1898,	\$12,855 20

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 26.750	Miles. 26.750
Length of branch line,	85.000	70.200
TOTAL LENGTH OF LINE OWNED,	111.750	96.950
Length of second track,	41.910	41.910
Length of side track, etc.,	114.440	106.180
TOTAL LENGTH OF TRACK OWNED,	268.100	245.040

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Clarke, *President*, Lawrence, Mass. C. E. A. Bartlett, *Treasurer*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick E. Clarke, Lawrence, Mass. T. Jefferson Coolidge, Manchester, Mass. George A. Gardner, Boston, Mass. Edwin Morey, Boston, Mass. Wm. Powell Mason, Boston, Mass. Charles E. Cotting, Boston, Mass. Walter C. Baylies, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FREDERICK E. CLARKE,
T. JEFFERSON COOLIDGE,
WALTER C. BAYLIES,
CHAS. E. COTTING,

Directors.

CHARLES E. A. BARTLETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 11, 1898. Then personally appeared the above-named Frederick E. Clarke, T. Jefferson Coolidge, Walter C. Baylies and Charles E. Cotting, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. A. BARTLETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 12, 1898. Then personally appeared the above-named Charles E. A. Bartlett, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERICK A. CARR,
Justice of the Peace.

RETURN
OF THE
BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,	.	\$19,850,984 06
Operating expenses,	.	18,679,038 99
NET EARNINGS FROM OPERATION,	.	\$6,171,945 07
Dividends received on stocks owned:		
Maine Central R.R. (25,160 shares, 6 per cent),	\$150,960 00	
Portland & Rochester R.R. (4,821 shares, 6 per cent),	28,926 00	
York Harbor & Beach R.R. (4,971 shares, par \$50, 4 per cent),	9,942 00	
Portland & Ogdensburg R.R. (3,952 $\frac{4}{10}$ shares, 2 per cent),	7,904 80	
St. Johns Bridge and Railway Extension Co. (240 shares, par \$50, 5 per cent),	600 00	
Portland, Saco & Portsmouth R.R. (85 shares, 6 per cent),	210 00	
Eastern R.R. in New Hampshire (15 shares, 3 per cent),	45 00	
Portsmouth & Dover R.R. (3 shares, 6 per cent),	18 00	
Vermont Valley R.R. (9,734 shares, par \$50, 6 per cent, owned by the Connecticut River R.R.),	29,202 00	
Suncook Valley R.R. (630 $\frac{1}{2}$ shares, 6 per cent, dividends for three years),	11,350 80	
Mt. Washington Railway (1,099 shares, 4 per cent),	4,396 00	

Dividends received, etc. — *Concluded.*

Pemigewasett Valley Railway (381 shares, 6 per cent),	\$2,286 00	
New Boston R.R. (100 shares, 4 per cent, owned by Con. & Mont. R.R.),	400 00	
Mt. Washington Railway (194 shares, 4 per cent, owned by Conn. & Pass. R.R.),	776 00	
Peterboro R.R. (881 shares, 4 per cent, owned by Boston & Lowell R.R.),	1,324 00	
Wells River Building Co. (52 shares, \$1.18 per share, owned by Con. & Mont. R.R.),	61 86	
		\$248,401 96

Interest received on bonds owned:

Central Massachusetts R.R. (\$100,000 bonds, 1 year, at 5 per cent),	\$5,000 00	
Woodsville Aqueduct (\$10,000 bonds, 1 year, at 4 per cent, owned by Con. & Mont. R.R.),	400 00	
		5,400 00

Miscellaneous income, less expense of collecting:

Rents, tenements, lands, etc.,	\$385,701 87	
Less expense,	51,246 54	
		\$284,454 83
Bridge tolls,	\$9,082 09	
Less expense,	1,480 00	
		7,602 09
Interest received,	22,897 84	
Premium on bonds (P. & H.) sold,	5,539 00	
Sundry items,	5,193 94	
		325,687 70

TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, \$579,489 66

GROSS INCOME ABOVE OPERATING EXPENSES, \$6,751,434 73

Charges upon income accrued during the year:

Interest on funded debt,	\$1,061,008 18
Interest and discount on unfunded debts and loans (real estate mortgages, etc.),	28,117 03
Taxes,	1,080,040 30
Rentals of leased roads:	
Boston & Lowell R.R.,	\$776,216 00
Concord & Montreal R.R.,	757,844 45
Connecticut River R.R.,	851,600 00
Wor., Nash. & Roch. R.R.,	250,000 00
Conn. & Pass. Rivers R.R.,	213,000 00
Northern Railroad,	215,441 50
Cent. Massachusetts R.R.,	162,549 89
Manchester & Law. R.R.,	112,960 00
Port., Saco & Ports'h R.R.,	90,000 00

Charges upon income, etc. — *Concluded.*Rentals of leased roads — *Con.*

Nashua & Lowell R.R., .	\$73,000 00
Lowell & Andover R.R., .	52,500 00
Portsmouth & Dover R.R., .	46,140 00
Massawippi Valley R'y, .	40,000 00
Pemigewasett Valley R.R., .	32,790 00
Concord & Ports'h R.R., .	25,000 00
Eastern R.R. in N. H., .	22,500 00
Stony Brook Railroad, .	21,500 00
Wilton Railroad, .	20,400 00
Peterboro Railroad, .	15,700 00
Suncook Valley Railroad, .	14,700 00
K'bunk & K'bunkport R.R., .	2,925 00
New Boston Railroad, .	2,800 00

\$3,299,566 34

Newport & Rich-
ford Railroad, \$17,500 00
Sub-let to Can.

Pacific Railway, 18,000 00

Credit, 500 00

\$3,299,066 34

Payments to sinking and other special funds:

Eastern Railroad,	\$18,494 25
Boston & Maine Railroad,	51,285 00

69,779 25

TOTAL CHARGES AND DEDUCTIONS FROM INCOME,

\$5,488,011 05

NET DIVISIBLE INCOME,

\$1,263,423 68

Dividends declared during the year:

October 1, 1897, 1½ per cent on \$17,416,900 common,	\$261,253 50
January 1, 1898, 1½ per cent on \$17,416,900 common,	261,253 50
April 1, 1898, 1½ per cent on \$17,416,900 common,	261,253 50
July 1, 1898, 1½ per cent on \$17,416,900 common,	261,253 50
September 1, 1897, 3 per cent on \$3,149,800 preferred,	94,494 00
March 1, 1898, 3 per cent on \$3,149,800 preferred,	94,494 00

TOTAL DIVIDENDS DECLARED,

1,234,002 00

Surplus for the year ending June 30, 1898,

\$29,421 68

Amount of surplus June 30, 1897,

1,712,450 73

TOTAL,

\$1,741,872 41

Debits to profit and loss account during the year:

Worthless accounts charged off,	\$22,279 57
Old claim of Nashua & Lowell R.R. against Boston & Lowell R.R.,	6,016 13

TOTAL DEBITS,

28,295 70

TOTAL SURPLUS JUNE 30, 1898,

\$1,713,576 71

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$8,580,281 78		
Deductions:			
Tickets redeemed,		\$14,330 63	
Excess fares refunded,		96,310 70	
Other repayments,		8,000 00	
Total deductions,		\$118,641 33	
NET REVENUE FROM PASSENGERS,			\$8,461,640 45
From mails,	\$346,232 45		
From express,	620,709 80		
From extra baggage and storage,	112,453 42		
			1,079,395 17
TOTAL EARNINGS, PASSENGER SERVICE,			\$9,541,035 62
Freight service:			
Gross receipts from freight,	\$10,817,001 27		
Deductions:			
Overcharge to shippers,		\$115,090 98	
NET REVENUE FROM FREIGHT,			\$10,201,910 29
From elevators,	\$77,863 07		
Other earnings, freight service: Eastern transfer,	8,066 89		
			85,931 46
TOTAL EARNINGS, FREIGHT SERVICE,			\$10,287,841 75
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$19,828,877 37
Other earnings from operation:			
Telegraph companies,	\$4,197 23		
Rentals from tracks, yards and terminals,	13,077 30		
From other sources: steamer "Mt. Washington,"	4,832 16		
TOTAL OTHER EARNINGS,			22,106 69
GROSS EARNINGS FROM OPERATION,			\$19,850,984 06

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$75,204 16
Salaries of clerks and attendants,	149,837 77
General office expenses and supplies,	28,104 85
Insurance,	117,674 28
Law expenses,	128,061 12
Stationery and printing (general offices),	12,086 14
Other general expenses: contingent expense,	47,282 33
TOTAL,	\$557,750 65
Maintenance of way and structures:	
Repairs of roadway,	\$1,500,582 87
Renewals of rails,	140,401 39
Renewals of ties,	841,129 98
Repairs and renewals of bridges and culverts,	231,320 88
Repairs and renewals of fences, road crossings, signs and cattle guards,	96,767 76
Repairs and renewals of buildings and fixtures,	346,694 13
Repairs and renewals of docks and wharves,	15,780 48

Maintenance of way and structures — <i>Concluded.</i>	
Repairs and renewals of telegraph,	\$6,908 55
Stationery and printing,	2,722 62
Other expenses of maintaining way and structures: contingent expense,	628 05
TOTAL,	\$2,682,936 71
Maintenance of equipment:	
Superintendence,	\$51,915 52
Repairs and renewals of locomotives (includes \$121,785.88 account new locomotives),	603,309 98
Repairs and renewals of passenger cars (includes \$15,120.70 account new passenger cars),	518,700 90
Repairs and renewals of freight cars (includes \$110,406.20 account new freight cars),	657,675 57
Repairs and renewals of work cars (includes \$7,575.98 account wrecking crane),	20,662 15
Repairs and renewals of shop machinery and tools,	55,498 45
Stationery and printing,	3,284 33
Other expenses of maintaining equipment: watching expenses, etc.,	56,706 37
TOTAL,	\$1,967,708 27
Conducting transportation:	
Superintendence,	\$294,817 63
Engine and roundhouse men,	1,240,812 88
Fuel for locomotives,	1,601,646 96
Water supply for locomotives,	89,680 05
Oil, tallow and waste for locomotives,	22,068 78
Other supplies for locomotives,	25,818 51
Train service,	1,098,115 78
Train supplies and expenses,	294,285 24
Switchmen, flagmen and watchmen,	1,045,257 32
Telegraph expenses,	194,615 63
Station service,	1,417,925 28
Station supplies,	218,095 46
Car mileage — balance,	314,600 81
Loss and damage,	58,570 84
Injuries to persons,	309,298 90
Clearing wrecks,	13,856 69
Operating marine equipment,	8,795 15
Advertising,	48,782 09
Outside agencies,	27,759 59
Rentals for tracks, yards and terminals,	50,304 57
Rentals of buildings and other property,	18,100 00
Stationery and printing,	92,772 55
Other expenses of conducting transportation: contingent expense, passenger and freight business,	717 65
TOTAL,	\$8,470,648 36
Recapitulation:	
General expenses,	\$557,750 65
Maintenance of way and structures,	2,682,936 71
Maintenance of equipment,	1,967,708 27
Conducting transportation,	8,470,648 36
TOTAL OPERATING EXPENSES,	\$13,679,038 99
Percentage of operating expenses to gross earnings,	68.91

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.	Dr.	
Cost of road,		\$32,350,959 54
Cost of equipment,		4,583,149 91
Real estate at Nashua, N. H.,	\$215,197 55	
Land at Somerville, Mass.,	398,815 25	
Land at Charlestown, Mass.,	186,473 14	
Land at Lynn, Mass.,	72,684 99	
Land at Northampton, Mass.,	60,375 94	
Land at Bar Harbor, Me.,	45,104 37	
Land at East Cambridge, Mass.,	27,171 73	
Land at East Boston, Mass.,	20,625 00	
Land at Saco and Biddeford, Me.,	20,000 00	
Land at Portland, Me.,	17,667 50	
Land at Malden, Mass.,	11,660 26	
Land at Dover, N. H.,	9,683 69	
Land at Wellington, Mass.,	9,100 00	
Land at Old Orchard, Me.,	7,648 52	
Land at Rockport, Mass.,	7,870 57	
Land at Melrose Highlands, Mass.,	6,000 00	
Land at Arlington, Mass.,	5,226 92	
Land at Marblehead, Mass.,	8,606 74	
Land at Beverly, Mass.,	5,974 25	
Land at Portsmouth, N. H.,	4,725 70	
Land at Manchester, Mass.,	4,325 00	
Land at Lowell, Mass.,	4,618 80	
Land at Cliftondale, Mass.,	4,565 00	
Land at Wakefield, Mass.,	3,800 00	
Land at Chelmsford, Mass.,	1,500 00	
Land at Newburyport, Mass.,	2,750 00	
Land at Harrisville, N. H.,	150 00	
Land at Marlboro, N. H.,	65 00	
Land at Peabody, Mass.,	2,726 25	
Land at North Cambridge, Mass.,	174 36	
Land at Everett, Mass.,	43 80	
Real estate at Fabyans, N. H.,	1,631 98	
		1,116,456 81
Stock of Maine Central Railroad, 25,160 shares,	\$2,516,000 00	
Stock of Boston & Maine Railroad, 13,214 shares,	1,585,755 91	
Stock of Portland & Rochester Railroad, 4,821 shares,	482,050 00	
Stock of York Harbor & Beach Railroad, 4,971 shares, par \$50,	248,550 00	
Stock of Portland & Ogdensburg Railroad, 3,952 $\frac{1}{2}$ shares,	146,238 80	
Stock of Franklin & Tilton Railroad, 1,250 shares,	125,000 00	
Stock of Portland Union Railway Station Company, 250 shares,	25,000 00	
Stock of Portland, Mt. Desert & Machias Steamboat Company, 300 shares, par \$50,	15,000 00	
Stock of Portland, Saco & Portsmouth Railroad, 35 shares,	4,375 00	
Stock of St. Johnsbury & Lake Champlain Railroad, 809 shares, par \$50,	4,308 56	
Stock of Newburyport Railroad, 1,368 shares,	4,104 00	
Stock of Danvers Railroad, 471 shares,	2,345 00	
Stock of Eastern Railroad in New Hampshire, 15 shares,	900 00	

Stock of St. Johns Bridge & Railway Extension Company, 240 shares, par \$50,	\$684 00	
Stock of Portsmouth & Dover Railroad, 3 shares,	890 00	
Stock of Concord & Claremont, N. H., Railroad, 80 shares,	600 00	
TOTAL STOCKS,		\$5,161,296 27
\$300,000 bonds of Newburyport Railroad,	\$298,464 95	
\$125,000 bonds of Danvers Railroad,	125,000 00	
\$359,000 bonds of St. Johnsbury & Lake Champlain Railroad,	359,000 00	
\$100,000 bonds of Central Massachusetts Railroad,	100,000 00	
TOTAL BONDS,		882,464 95
Other permanent property:		
Steamer "Mt. Washington" and wharves,	\$73,455 32	
Richford, Vt., elevator,	52,261 48	
		125,716 75
TOTAL PERMANENT INVESTMENTS,		\$44,220,044 28
Cash,	\$1,212,843 92	
Bills receivable,	647,775 12	
Due from agents,	731,813 91	
Traffic balances due from other companies,	232,951 88	
Due from solvent companies and individuals,	2,436,899 19	
Sinking funds,	786,045 77	
TOTAL CASH AND CURRENT ASSETS,		6,048,329 79
Materials and supplies,	\$1,834,001 59	
Other assets and property:		
Central Massachusetts construction, etc.,	454,688 48	
Elimination grade crossings (in process),	86,106 78	
TOTAL MISCELLANEOUS ASSETS,		2,374,746 85
TOTAL,		\$52,643,120 87
LIABILITIES.		CR.
Capital stock, common:		
Boston & Maine,	\$18,788,300 00	
Boston & Maine scrip,	816 72	
Eastern Railroad scrip,	83 28	
	\$18,789,200 00	
Capital stock, preferred,	3,149,800 00	
TOTAL CAPITAL STOCK,		\$21,889,000 00
Funded debt,		21,392,306 91
Real estate mortgages,		597,800 00
Current liabilities:		
Audited vouchers and accounts,	\$976,901 24	
Salaries and wages,	389,989 05	
Traffic balances due to other companies,	564,715 20	
Dividends not called for,	20,319 25	
Matured interest coupons unpaid (including coupons due July 1),	169,848 87	

Current liabilities — *Concluded.*

Rentals due and unpaid (including rentals due July 1),	\$965,802 66	
Miscellaneous current liabilities: Concord & Montreal Railroad improvement fund,	276,176 51	
TOTAL CURRENT LIABILITIES,		\$3,868,752 78
Accrued liabilities:		
Interest accrued and not yet due,	\$271,881 14	
Taxes accrued and not yet due,	431,419 85	
Rentals accrued and not yet due,	184,856 90	
TOTAL ACCRUED LIABILITIES,		887,657 89
Accounts due leased roads at termination of leases,		1,177,258 11
Sinking and other special funds:		
Sinking fund, redemption Boston & Maine Railroad bonds,	\$784,758 88	
Sinking fund, redemption Eastern Railroad bonds,	1,287 89	
Injury fund,	150,000 00	
Suspense account,	685,722 70	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		1,621,768 47
Profit and Loss balance (surplus),		1,718,576 71
TOTAL,		\$52,648,120 87

PROPERTY ACCOUNTS.

Additions to construction account:		
Lands, land damages and fences,	\$11,056 15	
Other additions to construction account: elimination of grade crossings,	45,018 65	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$56,074 80
Other expenditures charged to property accounts:		
Bonds of St. Johnsbury & Lake Champlain Railroad,	\$99,000 00	
Somerville marsh land,	42,186 54	
Land at Charlestown,	81,516 08	
Land at Lynn,	6,107 12	
Land at East Cambridge,	27,171 73	
Land at Malden,	11,660 26	
Land at Dover, N. H.,	700 00	
Land at Wellington,	9,100 00	
Land at Rockport,	7,870 57	
Land at Arlington,	5,226 92	
Land at Manchester,	500 00	
Land at Cliftondale,	4,565 00	
Land at Harrisville, N. H.,	150 00	
Land at North Cambridge,	174 86	
Land at Everett,	43 80	
Real estate, Fabyans, N. H.,	1,631 98	
		247,553 86
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$303,628 66
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land transferred to construction accounts of leased roads,		25,056 06
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$278,572 60

CAPITAL STOCK.	
Capital stock authorized by law, common,	\$19,097,800 00
Capital stock authorized by law, preferred,	3,149,800 00
Total capital stock authorized by law,	\$22,247,600 00
Capital stock authorized by votes of the company, common,	\$18,754,200 00
Capital stock authorized by votes of the company, preferred,	3,149,800 00
Total capital stock authorized by vote,	\$21,904,000 00
Capital stock issued and outstanding, common,	\$18,788,300 00
Capital stock issued and outstanding, preferred,	3,149,800 00
Total capital stock outstanding,	\$21,888,100 00
Amount paid in on one share Eastern Railroad stock to be exchanged for Boston & Maine, common,	83 28
Scip convertible into stock,	816 72
TOTAL CAPITAL STOCK LIABILITY,	\$21,889,000 00
Number of shares issued and outstanding, common,	187,383
Number of shares issued and outstanding, preferred,	31,498
Total number of shares outstanding,	218,881
Number of stockholders, common,	5,744
Number of stockholders, preferred,	647
Total number of stockholders,	6,391
Number of stockholders in Massachusetts, common,	3,635
Number of stockholders in Massachusetts, preferred,	513
Total stockholders in Massachusetts,	4,148
Amount of stock held in Massachusetts, common,	\$10,636,600 00
Amount of stock held in Massachusetts, preferred,	2,734,600 00
Total stock held in Massachusetts,	\$13,371,200 00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land in Charlestown,	Per Cent. 4	Sept. 1, 1906,	\$594,800 00	\$23,792 00
Land in East Cambridge,	6	Jan. 27, 1899,	3,000 00	150 00
TOTALS,			\$597,800 00	\$23,942 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Boston & Maine Railroad bonds,	4½	Jan. 1, 1944,	\$6,000,000 00	\$238,717 50
Boston & Maine Railroad bonds,	4	Aug. 1, 1942,	2,500,000 00	99,420 00
Boston & Maine Railroad improve- ment bonds,	4	Feb. 2, 1906,	1,000,000 00	40,000 00
Boston & Maine Railroad improve- ment bonds,	4	Feb. 1, 1907,	500,000 00	20,000 00
Boston & Maine Railroad improve- ment bonds,	4	Feb. 1, 1937,	1,919,000 00	76,300 00
Eastern Railroad certificates of in- debtedness, United States gold,	6	Sept. 1, 1906,	6,917,000 21	413,230 00
Eastern Railroad certificates of in- debtedness, sterling,	6	Sept. 1, 1906,	1,556,306 70	93,388 13
Portsmouth, Great Falls & Conway Railroad bonds,	4½	Jan. 1, 1937,	998,000 00	44,752 50
Portsmouth, Great Falls & Conway Railroad bonds (7 per cent),	4½	Dec. 1, 1892,	2,000 00	-
TOTALS,			\$21,892,306 91	\$1,065,858 13

SINKING AND OTHER SPECIAL FUNDS.

<i>Sinking Funds.</i>	
Amount, June 30, 1897, of Boston & Maine Railroad improve- ment bonds sinking fund,	\$704,930 61
Amount, June 30, 1897, of Eastern Railroad Company sinking fund,	892 15
TOTAL SINKING FUNDS JUNE 30, 1897,	\$705,822 76
Additions during the year to Boston & Maine improvement bonds sinking fund, \$79,827 77	
Additions during the year to Eastern Railroad Company sinking fund, 108,788 79	
	183,616 56
TOTAL, INCLUDING ADDITIONS,	\$889,439 32
Deductions during the year from Eastern Railroad Company sinking fund,	108,398 55
TOTAL SINKING FUNDS JUNE 30, 1898,	\$786,045 77
<i>Injury Fund.</i>	
Amount of injury fund June 30, 1897,	\$150,000 00
Additions during the year,	315,237 00
TOTAL, INCLUDING ADDITIONS,	\$465,237 00
Deductions during the year,	315,237 00
TOTAL INJURY FUND JUNE 30, 1898,	\$150,000 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	32,176,210
Number of passengers carried one mile,	485,787,694
Number of passengers carried one mile per mile of road operated,	283,323
Average length of journey per passenger,	15.100 miles.
Average amount received from each passenger,	26.298 cents.
Average amount received per passenger per mile carried,	1.743 "
Passenger earnings (gross) per mile of road operated,	\$5,562 57
Passenger earnings (gross) per passenger-train mile run,	1 15.379

Freight traffic:		
Number of tons of freight hauled earning revenue, . . .		10,271,875
Number of tons of freight hauled one mile, . . .		688,351,187
Number of tons of freight hauled one mile per mile of road operated, . . .		401,319
Average length of haul per ton, . . .		67.010 miles.
Average amount received for each ton of freight, . . .		99.319 cents.
Average amount received per ton per mile hauled, . . .		1.482 "
Freight earnings (gross) per mile of road operated, . . .		\$5,997 97
Freight earnings (gross) per freight-train mile run, . . .		1 87.580
Operating expenses:		
Operating expenses per mile of road operated, . . .		7,975 09
Operating expenses per revenue-train mile run, . . .		99.446 cents.
Train mileage:		
Miles run by passenger trains, . . .		8,269,294
Miles run by freight trains, . . .		5,485,976
Total mileage of trains earning revenue, . . .		13,755,270
Miles run by switching trains, . . .		3,088,843
Miles run by construction and other trains, . . .		897,417
Total train mileage, . . .		17,241,580
Fares and freights:		
Average rate of fare per mile on local tickets, . . .		1.784 cents.
Average rate of fare per mile on commutation tickets within suburban circuit, . . .		1 to 2 "
Average rate of fare per mile on commutation tickets outside suburban circuit, . . .		2 to 2½ "
Average rate of fare per mile on mileage tickets (500 miles, 2½ cents; 1,000 miles, 2 cents), . . .		2.000 "
Average rate of fare per mile on season tickets, . . .		.674 "
Average rate of fare per mile on joint tickets, . . .		1.798 "
Average rate of freight per ton mile on local way-bill, . . .		2.262 "
Average rate of freight per ton mile on joint way-bill, . . .		.993 "
Passengers to and from Boston:		
Number of passengers (including season-ticket) to Boston, . . .		9,840,005
Number of passengers (including season-ticket) from Boston, . . .		9,947,036
Season-ticket passengers to and from Boston, . . .		1,663,862
Employees:		
Average number of persons employed, . . .		15,118

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massachusetts.
Length of main line, . . .		Miles. 230.180	Miles. 78.010
Length of branch line, . . .		189.960	90.580
TOTAL LENGTH OF LINE OWNED, . . .		370.080	168.590
Length of second track, . . .		149.460	104.510
Length of third track, . . .		2.290	2.290
Length of side track, etc., . . .		236.040	164.520
TOTAL LENGTH OF TRACK OWNED, . . .		758.870	440.010
RAILROAD OPERATED.			
Length of main line, . . .		998.290	302.320
Length of branch line, . . .		716.930	244.110
TOTAL LENGTH OF LINE OPERATED, . . .		1,715.220	546.430
Length of second track, . . .		309.940	218.880
Length of third track, . . .		4.440	8.090
Length of side track, etc., . . .		834.300	401.060
TOTAL LENGTH OF TRACK OPERATED, . . .		2,863.900	1,169.410

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.						Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.										Tons.	Tons.
Passenger,	.	.	.	.	.	165	145	300	-	-	-
Freight,	.	.	.	.	.	114	114	228	-	-	-
Switching, etc.,	.	.	.	.	.	65	72	137	-	-	-
TOTAL,	.	.	.	.	.	334	331	665	521	67	41

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars,	515	*297	812	812	22	National.
Combination cars,	74	96	170	170	790	Miller.
Parlor cars,	-	9	9	9	2	National.
Baggage, express and mail cars,	130	*84	214	214	168	Miller.
TOTAL,	719	486	1,205	1,205	2	National.
CARS — FREIGHT SERVICE.						
Box cars,	1,907	2,628	4,535	2,636	201	Miller.
Flat cars,	1,888	2,878	4,266	1,585	4	Gould.
Stock cars,	58	-	58	22	26	3,078 Gould, 176 Trojan, 18 Burns, 84 Thurmond, 14 Drexel, 1 Dowling, 8 National, 2 Norton.
Coal cars,	1,020	912	1,932	816	961	1,721 Gould, 159 Trojan, 6 Burns, 6 Dowling, 6 National, 4 Richardson, 1 Hitchcock.
Logging trucks,	-	77	77	-	-	23 Gould, 3 Trojan, 915 Gould, 32 Trojan, 1 Dowling, 1 Tower, 2 Norton.
Refrigerator cars,	30	-	30	30	30	Gould.
TOTAL,	4,403	6,495	10,898	5,089	6,241	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars, . . .	3	1	4	4	4	National.
Air-brake instruction car, . .	-	1	1	1	1	Miller.
Derrick cars,	48	-	48	18	11	10 Gould, 1 Trojan.
Caboose cars,	158	97	255	45	78	Gould.
Other cars in company's service,	147	21	168	52	27	Gould.
TOTAL,	356	120	476	120	121	
Snow ploughs,	40	27	67	-	-	

Number of 8-wheel cars in passenger service with brakes for all wheels, 1,205

* Includes 10 passenger and 4 baggage cars, 30.50 per cent of which are owned by the Boston & Lowell Railroad, 37.63 per cent by the Concord & Montreal Railroad, and 31.67 per cent by the Canadian Pacific Railway.

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade,	609
Number of highway grade crossings protected by gates,	235
Number of highway grade crossings protected by flagmen,	172
Number of highway grade crossings protected by electric signals only,	22
Number of highway grade crossings unprotected,	180
Number of highway grade crossings finally abolished during the year,	4
Number of highway grade crossings now in process of abolition,	1
Number of highway grade crossings for abolition of which petition is pending,	22
Number of highway bridges 18 feet (or more) above track,	41
Number of highway bridges less than 18 feet above track,	149
Height of lowest highway bridge above track,	14 ft. $\frac{1}{2}$ in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade (21 in number), viz.:

Boston, Eastern Division and Fitchburg Railroad. Boston, Eastern Division and Grand Junction Railroad. Boston, Eastern Division and Mystic Branch, Southern Division. Boston, Western Division and Fitchburg Railroad. Boston, Western Division and Grand Junction Railroad. Boston, Western Division and Mystic Branch, Southern Division. Boston, Mystic Branch, Southern Division and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division and Mystic Branch, Southern Division. East Boston, East Boston Branch, Eastern Division and Grand Junction Railroad. Danvers, Lawrence Branch, Eastern Division and Newburyport Branch, Western Division. Lawrence, Western Division and Lowell & Lawrence, Southern Division. Salem, Eastern Division and Phillips' Wharf Track. Wilmington, Western Division and Salem & Lowell, Southern Division. West Peabody, Danvers Branch, Western Division and Salem & Lowell, Southern Division. Ayer, W., N. & P. Division and Fitchburg Railroad. Ayer, W., N. & P. Division and Peterboro & Shirley Railroad. Barbers, W., N. & P. Division and Fitchburg Railroad. Oakdale, W., N. & P. Division and Central Massachusetts Railroad. Clinton, W., N. & P. Division and Old Colony Railroad. Sudbury, Central Massachusetts and Old Colony Railroad.

Number of above crossings at which interlocking signals are established,

NEW BRIDGES BUILT DURING THE YEAR

EASTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
13, Revere, . .	Pile bridge.	Pile bridge.	{ 227 feet 6 inches. Inward.	Boston & Maine Railroad.

WESTERN DIVISION.

102, Lynnfield, .	Wood stringer.	Wood stringer.	{ 12 feet 8 inches. 1 track.	Boston & Maine Railroad.
108, Danvers, .	Trussed stringer.	Through plate girder.	{ 21 feet 6 inches. 1 track.	Boston Bridge Works.
244, Merrimac, .	Trussed stringer.	Rolled beam.	{ 19 feet. 1 track.	Penney Bridge Works.

SOUTHERN DIVISION.

172, Wayland, .	Pile trestle.	Pile trestle.	{ 264 feet. 1 track.	Boston & Maine Railroad.
173, Wayland, .	Pile trestle.	Pile trestle.	{ 111 feet. 1 track.	Boston & Maine Railroad.
186, Hudson, .	Framed trestle.	Pile trestle.	{ 182 feet. 1 track.	Boston & Maine Railroad.
187, Berlin, . .	Wood stringer.	Wood stringer.	{ 16 feet. 1 track.	Boston & Maine Railroad.
224, Jefferson's, .	Wood stringer.	Rolled beam.	{ 21 feet. 1 track.	Penney Bridge Works.
227, Muschopauge,	Wood stringer.	Wood stringer.	{ 12 feet. 1 track.	Boston & Maine Railroad.
246, Ware, . .	Wood stringer.	Wood stringer.	{ 11 feet 6 inches. 1 track.	Boston & Maine Railroad.
296, Arlington, .	Wood stringer.	Rolled beam.	{ 16 feet. 2 tracks.	Penney Bridge Works.

W., N. & P. DIVISION.

12, South Boylston,	Wood stringer.	Wood stringer.	{ 13 feet. 2 tracks.	Boston & Maine Railroad.
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CONNECTICUT RIVER DIVISION.

22, Northampton, .	Grade crossing.	Through plate girder.	{ 41 feet 9 inches. 2 tracks.	Edgemoor Bridge Works.
23, Northampton, .	Grade crossing.	Through plate girder.	{ 81 feet 6 inches. 3 tracks.	Edgemoor Bridge Works.
24, Northampton, .	Grade crossing.	Through plate girder.	{ 51 feet 4 inches. 3 tracks.	Edgemoor Bridge Works.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

EASTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
5, Somerville,	Jack-knife draw.	Angle blocks and rods, and piles at heel of draw.
121 and 122, Bangus,	Rolled beam stringers.	New ties and cast bearing.
126, 128, 179 and 186,	-	Plates; ties renewed.
164, Middleton,	Rolled beams.	Ties and pile horses renewed.
120, Chelsea,	Swing draw.	Draw tower removed.

BRIDGES EXTENSIVELY REPAIRED, ETC. — Concluded.

WESTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
8, Somerville,	Jack-knife draw.	New needle beams and tower repaired.
162, 163, 166 and 167,	- -	New ties.

SOUTHERN DIVISION.

60, 176, 181, 182, 196, 211, 225, 232, 256, 264, 273, 289.	- -	New ties.
197, 198 and 199,	- -	Two additional piles each, bent and additional stringers.
201, Boylston,	Pile bridge.	Additional stringers added.
267, Tewksbury,	Braced stringer.	Pile bents driven and new ties.

CONNECTICUT RIVER DIVISION.

21, Northampton,	Mill River.	Bridge raised to new grade and two spans of plate girders added.
46, Bernardston,	Arch.	New ties.

Bridges eliminated during the year, specifying location and manner: No. 179, Boxford, filled with stone, box culvert; No. 186, Hudson, 235 feet filled and 182 feet rebuilt, pile trestle.

Total length of pile and trestle bridging, 17,088 ft. 8 in.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	77	2	37	2	114	4	181
Employees, .	-	30	10	183	10	213	22	309
Other persons,	-	-	49	69	49	69	69	96
TOTALS, .	-	107	61	289	61	396	86	536

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 2, 1897. — Oak Grove: Mrs. A. E. Hopkins, passenger, stepped off moving train, fell under car and was badly injured.

July 3. — Woburn: Jno. J. Hogan, trespasser, walking on track, was struck by engine and killed.

July 5. — North Lawrence: Lyman P. Stratton, employee, in jumping onto moving engine slipped and his leg was broken below the knee.

July 6. — Edgeworth: Chas. Anderson, traveller on highway, went under gates, and in attempting to cross track was struck by engine and fatally injured.

July 6. — Collins Street : Carroll Knapp, while driving across track was struck by engine and slightly bruised.

July 7. — Boston : W. S. Woodman, employee, while coupling had his hand caught and crushed between draw-bars.

July 8. — East Boston : William Gray, trespasser, in climbing between cars at Maverick Street crossing was caught between draw-bars and his foot crushed.

July 9. — Boston : D. Coakley, employee, jumped from moving train and fell, cutting his head quite badly.

July 13. — East Cambridge : James McQuiglan, trespasser, sitting on platform of station, was struck by engine and killed.

July 15. — Salem : J. P. Callan, brakeman, while coupling had ends of two fingers jammed between draw-bars.

July 17. — East Cambridge : James Artridge, in attempting to cross track ahead of engine was struck and badly injured.

July 20. — Somerville : unknown man, trespasser, walking on track, was struck by engine and seriously injured.

July 20. — Lowell : Israel Rosenthal and Isaac Schutzman, trespassers, walking on track, were struck by train. The former was instantly killed, and the other boy died shortly after reaching hospital.

July 24. — Rutland : body of unknown man found beside track ; supposed to have been walking on track and struck by train.

July 31. — Lawrence : Timothy Moynahan, trespasser, in attempting to pass between moving cars was caught and fatally injured.

July 31. — Boston : Ed. G. Robbins, conductor, while coupling had his hand caught and crushed between draw-bars.

August 2. — Salem : Frank Edwards, brakeman, while making a coupling had his finger jammed.

August 3. — Lynn : Geo. Montgomery, trespasser, was found beside track with one arm crushed and otherwise bruised ; supposed to be stealing a ride and fell under train.

August 3. — Salem : D. A. Wright, employee, while coupling had his hand caught and jammed.

August 5. — South Lawrence : Livingston Laycock, brakeman, while coupling had two fingers jammed.

August 5. — South Lawrence : Arthur Lydick, brakeman, had index finger jammed while coupling cars.

August 6. — Boston Terminal : C. G. Sheehan, brakeman, while coupling had his shoulder caught and injured.

August 7. — Lynn : James McLaughlin, in attempting to climb fence between tracks was struck by engine and fatally injured.

August 7. — Revere : John Doyle, trespasser, on track, was struck by engine, injuring his head, back and arm.

August 7. — Merrimack Street, Lowell : Frank Ray, brakeman, while setting brake fell on draw-bar, injuring his hip.

August 8. — North Woburn : unknown man, sleeping on track, was struck by train and fatally injured.

August 9. — Chelsea : Willie Ford, a boy thirteen years old, stealing a ride, in attempting to get off train while in motion was thrown to the ground, bruising his face and cutting off one toe.

August 10. — Lowell : Wallace S. Nutting, brakeman, while coupling had index finger of right hand crushed.

August 10. — Lowell: Clarence Chase, in attempting to steal a ride fell and foot was badly injured.

August 12. — South Lawrence: James Meaney, employee, riding on top of car, struck overhead bridge and was instantly killed.

August 12. — Beach Bluff: E. F. Young, while driving across track was struck by train and somewhat injured.

August 16. — West Graniteville: Nelson Rash, employee, fell from top of car, was run over and left foot crushed.

August 20. — Waltham: W. Parkes and Wm. H. Clark were driving across track, when they were struck by engine and badly injured.

August 21. — Boston yard: Nelson Sherwin, conductor, standing beside track, was struck by engine and both his legs were crushed.

August 21. — Lynn: Thomas Quinlan, employee, while coupling had his fingers crushed.

August 23. — Smith's Ferry: body of unknown man was found beside track; supposed trespasser, walking on track, and was run over.

August 23. — Ashbury Grove: Thos. Paxley, brakeman, in stepping from car to station platform injured his knee quite badly.

August 23. — Mystic Wharf: Matthew Welch, trespasser, walking on track, was struck by engine and had his arm broken and face cut.

August 23. — Lowell: Geo. R. Perkins, employee, in jumping from moving train in yard struck switch stand and injured his side.

August 26. — Groton: E. P. Clouthier, employee, sitting on car steps, struck cattle guard, was thrown off car and somewhat injured.

August 28. — North Cambridge Junction: Frank A. Rothwell, brakeman, while coupling was caught and slightly squeezed between draw-bars.

August 30. — South Lawrence: Homer Willett, passenger in charge of horse, sitting in door of freight car, fell off and had his foot cut off.

September 2. — South Lawrence: Ralph S. Brown, brakeman, while coupling was caught between draw-bars and had his arm jammed.

September 3. — South Sudbury: G. L. Grant, brakeman, fell from train, was run over and killed.

September 3. — Malden: Chas. E. Kattelle, passenger, in stepping off moving train bruised his knees.

September 6. — Gloucester: William Grimes, trespasser, in jumping off moving train fell under and was run over and killed.

September 6. — Rowley: E. S. Huckins, employee, was thrown from top of car, injuring his hip and ankle.

September 8. — Beverly: Moses Shaw, while crossing track one hundred and fifty feet east of crossing, was struck by train and instantly killed.

September 8. — Hudson: W. H. Burt, employee, climbing between cars, fell and had his foot jammed.

September 8. — Northampton: Patrick Murphy was found beside track, with his arm broken and head badly cut; supposed to be trying to board moving train and fell under same.

September 11. — Byfield: Frank E. Gleason and wife, and Chas. L. White and wife, attempting to drive across track at Main Street crossing, their horses were struck by train and they were thrown out of carriage and somewhat shaken up.

September 13. — Wilmington Junction: Geo. Clark, brakeman, while walking on top of car fell off same and broke his leg.

September 14. — Wedgemere: Mrs. Ann Baron, passenger, fell down in aisle of car and slightly injured her chin.

September 14. — Northampton: Wm. W. Newman, brakeman, while coupling had his hand badly crushed.

September 15. — Lawrence: Frank Isserling, trespasser, lying on track, was run over and had his hand crushed.

September 16. — Beverly: Peter Marquis, brakeman, had two fingers jammed while coupling.

September 16. — Boston: Albert B. Perkins, brakeman, while coupling caught and broke his finger.

September 17. — L. S. Beals, brakeman, while coupling had his hand bruised.

September 18. — Still River: child of William Mercier, Jr., had fingers jammed in jamb of car door while leaving train.

September 18. — Springfield: John Sullivan, car repairman, was caught between cars and his hip and knee somewhat bruised.

September 20. — Ware: James Rourke, in attempting to cross track between two portions of a shifting freight train, was struck, run over and fatally injured.

September 20. — Boston: Maxim Chosse, Jr., brakeman, while coupling had his arm caught and badly bruised.

September 21. — West Somerville: Harold York, school boy, while standing on track at farm crossing was struck by engine and severely injured.

September 21. — Reading: unknown man was struck and injured about the head while lying on the track near station.

September 22. — Sandy Pond: Hugh Foley, trespasser, while attempting to cross track ahead of train was struck by engine and killed.

September 22. — Willimansett: Fred Lavelle, traveller on the highway, struck by engine and instantly killed; particulars of accident unknown.

September 25. — Beverly: Fred Grant, employee, standing beside track, was struck by car steps and somewhat injured.

September 29. — Andover: James Haywood, trespasser, riding on freight train, fell off and was run over by same and instantly killed.

September 30. — South Lawrence: Peter Donovan, trespasser, in getting on train in yard was knocked off by coming in contact with stop post and his foot crushed.

October 1. — West Medford: Geo. S. Jenkins, leg broken; Mrs. A. M. Allen, severely injured; Mrs. J. P. Ely, spinal injuries; Esther Pollock, back and legs injured; Mary B. Penny, head hurt; Mrs. J. F. Wilcox, back hurt; C. C. Hamlin, knees injured; Miss Scotchcoff, face and back injured; Miss Pomfrey, shaken up; A. C. Fisk, slight injury; A. A. Serva, hip hurt; R. W. Fuller, hip hurt; W. A. Bond, slight injury. These injuries were caused by derailment of train.

October 2. — Lynn: John Woods, trespasser, walking on track, was struck by engine, run over and his left arm crushed.

October 3. — Lowell: Thomas Beach, trespasser, asleep under car, was run over by same and badly injured.

October 3. — Oakdale: Frank A. Johnson, brakeman, was thrown from top of car by reason of train parting, and somewhat injured.

October 4. — Mystic: James Murphy was found beside track with his right arm crushed and left wrist bruised; supposed walking on track and struck by engine.

October 4. — Maplewood: Fritz W. Peterson, passenger, in jumping off moving train at station fell under car and was run over and instantly killed.

October 4. — Peabody: John McDonald, trespasser, was found beside track

with body badly mangled; supposed to be walking on track and struck by train.

October 5. — Boston yard: L. E. Dolliff, trespasser, climbing between cars, foot was caught between draw-bars and crushed.

October 6. — Revere: body of unknown man found beside track; supposed trespasser, walking on track and struck by engine.

October 7. — Salem: Chas. Luscomb, brakeman, in getting off moving car struck a switch-stand and was somewhat injured.

October 8. — Salem: Wm. F. Buckley, trespasser, walking on track, was struck by engine and instantly killed.

October 8. — Belmont: Timothy Coughlin jumped in front of train at crossing and was instantly killed.

October 8. — Worcester: Chas. Sharon, employee, while climbing up ladder of car slipped and fell between the cars, cutting his head badly.

October 8. — South Lawrence: Robert Patten, conductor, while standing on top of car struck tell-tale and was thrown to the ground, breaking left leg.

October 8. — West Lynn: Mrs. M. W. Galencia, passenger, while alighting from train slipped and fell, straining her side and neck.

October 9. — Boston: John Dunloren, employee, while loading roll of cotton onto car, the car was knocked down by shifter, crushing the man between car and house.

October 9. — Lowell: Joseph Young and Luke Minick, while driving across track were struck by engine and both seriously injured.

October 9. — Boston: Newton H. Ryan, brakeman, while coupling had his finger crushed off.

October 10. — Boston: Fred S. Hanson, conductor, in attempting to board engine while in motion struck a switch-stand, was knocked off and lost his arm.

October 10. — Salem: John Harvey, trespasser, walking on track, was struck by engine and his arm broken.

October 12. — Manchester: David Butler, passenger, jumped from moving train and was badly shaken up.

October 13. — Boston: John E. Budd, brakeman, while coupling had his shoulder jammed.

October 13. — Prospect Hill: W. H. Parker, brakeman, had two fingers bruised while coupling.

October 13. — South Lawrence: Eugene Thurston, conductor, while coupling had middle finger of right hand taken off.

October 14. — Boston: Chas. E. Griffin, brakeman, while coupling cars was struck on the head by pin flying from the coupler.

October 14. — Waltham: E. W. Briggs, conductor, while walking on car was thrown off by train parting and coming together again, cutting his face.

October 14. — Lowell: Martin Donnelly, employee, letting down brake, staff slipped, slightly bruising his right hand.

October 14. — Lowell: Michael Lake, while dumping coal on trestle of W. E. Livingston, body of car tipped, catching him between car and post, bruising his side.

October 14. — A. H. Churchill, brakeman, fell from top of car, spraining his ankle and hurting his foot.

October 14. — Pierce's Bridge: Chas. Donnelly, conductor, while riding on train struck overhead bridge, near station, slightly injuring his scalp.

October 15. — Lake Street: Henry B. Shaw, while driving over Linwood

Street crossing, engine struck horse, killing it instantly, and threw driver from wagon, badly fracturing his skull.

October 16. — Holyoke: Alphonso Parisiarn, brakeman, had his finger jammed while coupling cars.

October 18. — North Lawrence: John J. Calnan, switchman, attempting to pass between cars while in motion, was caught between draw-bars and fatally injured.

October 18. — Wenham: Arthur F. Langer, brakeman, while coupling had end of finger cut off.

October 19. — Mystic Wharf: unknown woman, trespasser, walking on track, was struck by engine, her left leg cut off, right arm broken and head injured.

October 19. — Danvers: John M. Hines, brakeman, jumped from car, breaking his finger and hurting his back.

October 19. — Chicopee Junction: Andrew Dunn, brakeman, while coupling had his finger crushed.

October 20. — Revere: H. Wright, passenger, jumped on train while in motion, cutting his hand.

October 20. — Malden: I. Gooding, trespasser, struck by train at crossing and fatally injured.

October 20. — Lincoln Square, Worcester: H. H. Gould, brakeman, while coupling cars jammed his little finger.

October 21. — Woburn: Frank Boynton, in attempting to board train while in motion, was thrown to the ground, slightly cutting his head.

October 21. — Oak Grove: Mrs. W. F. Keith, passenger, after alighting from train tripped on a signal wire, fell, and hurt her leg.

October 21. — Mystic Junction: H. G. Fellows, switchman, was struck by engine, thrown to the ground, and received a bad sprain.

October 22. — Boston: Thomas Wilson, brakeman, while taking link out of coupler while cars were in motion, cars came together, bruising his left hand.

October 23. — Lowell: R. Bashard, employee, while coupling was caught and had his body jammed.

October 25. — Lowell: Alfred Hayward, passenger, jumped from moving train, injuring his right leg.

October 25. — Northampton: Daniel St. Lawrence, brakeman, was thrown from top of car, his left arm cut off at the shoulder, bad cut over eyes and his left hip hurt.

October 26. — Lynn Common: unknown man, trespasser, while walking on track was struck by engine and killed.

October 27. — Holyoke: Charles Connors, trespasser, was struck by engine and killed.

October 28. — Boston: P. H. Wilson, brakeman, fell in front of moving train, was run over and fatally injured.

October 28. — Lynnfield: unknown man, trespasser, was struck by engine while walking on track, and fatally injured.

October 29. — East Boston: F. J. Dailey, brakeman, found beside caboose car, insensible, and died shortly afterwards; particulars unknown.

October 29. — Boston: Hiram E. Kingsbury, brakeman, had his hand bruised while coupling.

October 29. — North Lawrence: Albert Bancroft, brakeman, had a finger broken while coupling cars.

October 30. — East Saugus: Mrs. E. A. Eastland, passenger, in alighting from train after it had started, fell and was somewhat shaken up.

October 30. — Georgetown: J. Gardner Ames, passenger, stepped from train while in motion, fell and was somewhat shaken up.

October 30. — Boston: Wm. S. Dugnay, brakeman, had his finger jammed while coupling.

October 30. — Pepperell: F. L. Batchelder, engineman, while alighting from engine, cars came together, throwing him to the ground and spraining his back.

November 1. — Reading: F. Gersthauer, trespasser, while walking on track was struck by engine and killed.

November 2. — Somerville: body of an unknown man was found under a car standing on side track.

November 3. — Worcester: J. H. Carter, employee, was struck by a switch and thrown to the ground, receiving severe bodily injuries.

November 3. — Boston: Patrick Whalen, while standing near track in Union Station was struck by engine and slightly injured.

November 3. — Mystic Wharf: James McIntire, trespasser, was run over by car and his left leg cut off below the knee.

November 3. — Chelsea: Bartu Hinckley, passenger, was struck by bundle thrown from car, knocked down and his side hurt.

November 3. — Lincoln Square: J. F. Collins, brakeman, while setting brake fell and sprained his ankle.

November 6. — East Boston: A. E. Gibbons, brakeman, received bodily injuries while coupling cars.

November 7. — Somerville: George Collins, trespasser, was found fatally injured beside track.

November 8. — Prospect Hill: Willard H. Parker, brakeman, had his foot injured by rails shifting on cars and catching his foot.

November 9. — Revere: Rufus P. Smith, trespasser, while walking on track was struck by engine and instantly killed.

November 9. — Bleachery: W. Gove, Howard Taylor and S. Levine were slightly injured in a collision.

November 10. — Union Station, Boston: Timothy Foley, brakeman, had his thumb jammed while uncoupling cars.

November 10. — West Medford: Simon Looney, passenger, while stepping from moving train fell and hurt his side.

November 10. — Springfield: Calish Arpalinu, passenger, jumped from moving train and was somewhat injured.

November 10. — Brightwood: J. H. Buckley, conductor, had his hand jammed while coupling cars.

November 11. — Beverly: Mrs. Sarah Lovett, passenger, claims that when train stopped at station she was thrown down and her shoulder seriously injured.

November 11. — Oakdale: C. H. Collins, brakeman, was injured while coupling cars.

November 12. — Lowell: Wm. Baker, employee, was struck by engine and somewhat injured.

November 13. — Concord Junction: Frank H. Moore, employee, had a finger crushed while coupling engine to car.

November 13. — Amesbury: A. D. White, conductor, fell from top of box car and was badly bruised.

November 13. — North Lawrence: Daniel Livingstone, brakeman, had his face and body badly bruised while coupling cars.

November 14. — Malden: Bridget Cordell, passenger, jumped from moving train, cutting her head and bruising her arm.

November 16. — Manchester: J. W. Marshall, passenger, while stepping from moving train fell, and dislocated his shoulder.

November 17. — Mystic Wharf: Daniel Leary, brakeman, had his fingers crushed while coupling cars.

November 18. — Lynn: John D. Ryan, passenger, jumping from moving train, fell and car wheel ran over his foot.

November 19. — Danvers Junction: Samuel Homans, brakeman, had a finger bruised while coupling engine to car.

November 19. — Melrose: Mrs. E. M. Wright, passenger, in attempting to board moving train fell and was somewhat shaken up.

November 20. — Lawrence: Fred Stevens, brakeman, was found dead under caboose car.

November 20. — Salem: Arthur B. Watson, conductor, had right hand crushed while coupling cars.

November 20. — Wedgemere: R. M. Lord, brakeman, was struck by piece of broken link, causing severe bodily injury.

November 20. — Holyoke: M. B. Kelley, brakeman, had a finger crushed while coupling cars.

November 20. — Medford: E. G. Hodgman, right eye seriously injured, and B. S. Waterman, face slightly cut by flying glass, caused by breaking of water glass in engine; both employees.

November 23. — Prospect Hill: M. H. LaPlatt, brakeman, had a finger crushed while uncoupling engine from car.

November 23. — Belchertown: John Rogers, brakeman, had a finger jammed while coupling cars.

November 24. — Mystic Wharf: Wm. P. Eaton, brakeman, had his left leg bruised above the knee. Car ran off track, and he was caught between end of car and freight house.

November 26. — South Lawrence: Wm. Luscomb, conductor, walking between tracks, was caught and jammed through chest and shoulders.

November 26. — Northampton: G. E. Hawkins, brakeman, had his thumb bruised while coupling engine to car.

November 27. — Sterling Junction: Frank Thier, trespasser, jumped from moving train and had his face and head somewhat bruised.

November 27. — South Lawrence: Kenney Sullivan, trespasser, fell from moving cars, receiving a cut over his right eye.

November 28. — Salem: David Bouchard, brakeman, had his left hand jammed while coupling cars.

November 29. — East Cambridge: Thomas Kerr, brakeman, had his ankle bruised by brake slipping and striking same.

November 30. — Lowell Junction: Charles Smith, brakeman, had his leg injured in collision of trains.

December 2. — South Lawrence: Mrs. M. A. Nortman, passenger, jumped from moving train and sprained her wrist and ankle.

December 2. — Wakefield: J. W. Beasell, passenger, attempting to board moving train, fell, bruising his face, hand and knee.

December 2. — Worcester: Bridget Degnan was struck by engine at crossing and somewhat injured.

December 3. — Woburn: Cornelius Cochrane, trespasser, while walking on track was struck by engine and killed.

- December 3.* — Revere: Cornelius Mahoney and Patrick White, employees, walking on track, were struck by engine and killed.
- December 4.* — Wilmington: Joseph Gilmartin, brakeman, struck overhead bridge and cut his head.
- December 4.* — Forge Village: M. C. Gladden, trying to board moving train, fell, slightly injuring his knee.
- December 4.* — Lowell: Daniel Curve, while making a hitch, was struck by rear step on engine, knocked down and had his right ankle sprained.
- December 5.* — Lynn: James E. Charlesworth, employee, had a finger jammed while coupling cars.
- December 5.* — East Cambridge: J. Driscoll, brakeman, had a finger jammed while coupling cars.
- December 5.* — North Wilmington: W. T. Blair, passenger, while crossing track in front of train was struck by engine and his arm broken.
- December 5.* — West Medford: Wm. Marr, trespasser, was found beside track with his leg cut off.
- December 6.* — Winchester: W. H. Juby, brakeman, while coupling cars had his finger crushed.
- December 6.* — North Lawrence: James D. Bailey, brakeman, had his right hand jammed while coupling engine to car.
- December 6.* — Lynn: Patrick Brennan, passenger, jumped from moving train and was somewhat injured.
- December 6.* — Boston: Wm. B. Clay, brakeman, had his arm crushed while coupling cars.
- December 6.* — South Lawrence: Wm. A. Wing, brakeman, had his wrist jammed while coupling.
- December 6.* — Somerville: unknown man was struck by engine at crossing and fatally injured.
- December 7.* — Somerville: Wm. Fleming, trespasser, while walking on track was struck by train and his head seriously injured.
- December 8.* — Somerville: L. W. Thompson, brakeman, was knocked from car by switch-stand and his leg and head were cut.
- December 9.* — Ayer: E. W. Walker, employee, had his ankle sprained, and E. G. Smith, employee, was slightly injured, by reason of engines colliding.
- December 10.* — Mystic Wharf: H. W. Davis, brakeman, was caught between car and building and his side injured.
- December 11.* — Boston: Maxim Chosse, brakeman, had a finger bruised while coupling cars.
- December 11.* — North Wilmington: James G. Green, employee, was struck by mail pouch thrown from train, and his leg and foot injured.
- December 11.* — Lowell: A. B. Studley, brakeman, had his thumb bruised while coupling.
- December 12.* — Boston: Jos. Sansorn, brakeman, had his hand jammed while coupling.
- December 13.* — Prospect Hill: James E. Steele, employee, stepped on track in front of engine, was struck and fatally injured.
- December 16.* — Willimansett: Maurice O'Connell, employee, while riding velocipede car the handle came off, throwing him to the ground and spraining his wrist.
- December 17.* — Boston: L. F. Berry, fireman, had his eye somewhat injured by piece of glass flying from broken water glass.

December 17. — Boston: Wm. Dennehy, employee, while coupling had his finger jammed.

December 18. — Lowell: Bertie Briggs, trespasser, attempted to cross track in front of engine, was struck and instantly killed.

December 18. — Wakefield: John Mullen, passenger, stepping from moving train, fell and was somewhat bruised.

December 19. — Lynn: J. M. Pullman, passenger, attempting to board moving train, fell and was somewhat injured.

December 23. — Mystic Wharf: L. Leventhall and L. Lavine, while driving over crossing, had their legs injured by gas pipes flying from the wagon in which they were sitting, which was struck by engine.

December 24. — Bleachery: unknown man jumped from moving train and was badly bruised.

December 24. — East Boston: A. Downing, brakeman, had two fingers crushed while coupling cars.

December 25. — Worcester: Samuel S. Latham, employee, while unloading coal, dump swung round, catching his arm and breaking same.

December 27. — Clinton: M. P. Shencks, passenger, tried to board moving train, fell and sprained his left leg.

December 27. — Boston: Austin Hogan, switchman, was struck by tender of engine and his back injured.

December 28. — South Lawrence: L. L. Davis, brakeman, lost a finger while coupling cars.

December 29. — Beverly: Ellen Poor, while crossing track was struck by train, cutting her head and injuring her back somewhat.

December 30. — Mystic Wharf: James Gallan, brakeman, while setting brake, the same broke, throwing him to the ground and spraining his wrist.

December 30. — Granlerville: H. Arthur, brakeman, had his finger bruised while coupling.

December 30. — Mystic Junction: H. G. Keseler, brakeman, had his finger crushed while uncoupling car from engine.

December 31. — Waverley: H. R. Culley, brakeman, while setting brake on caboose the ratchet gave way, and he was thrown to the ground, injuring his arm and leg.

December 31. — Smith's Ferry: G. H. Young, brakeman, was knocked from top of car to ground, injuring his knee.

Jan. 2, 1898. — Worcester: Bridget Degnan, trespasser, while walking on track was struck by engine and somewhat injured.

January 3. — Worcester: Luke Harris, trespasser, while walking on track fell in front of train, was run over and instantly killed.

January 3. — Northampton: E. Lancer, brakeman, while coupling cars had his arm bruised.

January 5. — Salem: J. A. Pritchard, brakeman, struck switch-stand and was thrown to the ground, cutting his eye and bruising his face.

January 6. — North Cambridge Junction: C. H. Bancroft, conductor, had his arm bruised while coupling cars.

January 6. — Groton: J. W. Blumley, brakeman, in stepping between cars fell, badly spraining his foot.

January 7. — Boston: Chas. S. Frye, brakeman, had a finger bruised while coupling cars.

January 8. — Lowell: Lewis J. Greeley, brakeman, had a finger and thumb crushed while coupling cars.

January 11. — Greendale: Victor Leagett, brakeman, while setting brake head of brake broke off, throwing him to the ground and hurting his side.

January 13. — Melrose: Jos. Smith, trespasser, while walking on track was struck by engine and killed.

January 13. — Springfield: Patrick Linskey, employee, while coupling had his head caught between cars and somewhat injured.

January 14. — Lowell: Daniel Donahue, brakeman, slipped when getting on engine, fell and his left arm was run over.

January 14. — Boston: Wm. A. Thompson, brakeman, had his hand bruised while coupling.

January 14. — Lincoln Square: E. W. Collen, brakeman, had thumb injured while coupling cars.

January 18. — Lincoln Square: S. E. Griffin, brakeman, while coupling cars a piece of the draw-bar flew off and struck him in the stomach.

January 18. — Arlington: John Spenser, trespasser, was found beside track with a compound fracture of the hip; it is supposed that he was walking on track, and was struck by engine.

January 19. — Lowell: Hugh E. Maguire, trespasser, while walking on track was struck by engine and killed.

January 19. — West Medford: W. M. Goodwin, passenger, tried to board moving train, fell, cutting his face and hands and bruising his knee.

January 20. — Wilmington Junction: John J. Lockwood, trespasser, while stealing a ride fell between cars, was run over and fatally injured.

January 21. — Boston: John R. Woodsum, brakeman, attempted to get on car, fell on switch frame and was injured internally.

January 22. — East Somerville: John McCarthy, trespasser, while walking on track, stepped in front of engine and was killed.

January 22. — Lowell: W. H. Simonds, conductor, while getting on car was caught by switch target, bruising his chest and back.

January 22. — Byfield: W. A. Clark, brakeman, jammed his finger while coupling.

January 24. — Boston: Wm. A. Thompson, brakeman, had his thumb broken while coupling cars.

January 24. — Wayland: E. F. O'Connell, brakeman, while uncoupling engine and car had his finger crushed off.

January 26. — Newburyport: F. C. Parks, brakeman, jammed end of finger while coupling engine to car.

January 26. — Wakefield Centre: R. S. Elliott, brakeman, while coupling cars jammed his thumb.

January 28. — Somerville: Clarence Wood, brakeman, had his hand slightly injured while coupling.

January 28. — Greenwood: A. W. Caswell, while crossing track at Forest Street crossing was struck by engine and his arm and side injured.

January 29. — Boston: John C. Davies, brakeman, while attempting to get on car fell and injured his knee.

February 1. — East Billerica: A. Howarth, fireman, was slightly cut by broken glass from window.

February 3. — Winter Hill: P. J. Reysik, Thos. M. Waters, H. G. Bemis, J. C. Tingley, Michael R. Molineaux, A. Patterson, E. W. Fox, Alice Wass, Miss M. Cuberly, F. S. Hansom, Chas. P. Brown, J. Bousfield, Sadie Dowling, W. D. Allen, A. W. Sprowle, J. H. Magelton, Hettie Carlmeil, C. H. Pearson, Mabel Stevens, Alberta Carlmeil, B. C. Northup, W. H. H. Lewis, A. H. Rol-

Ins, L. W. Hutchinson, C. W. Rugg, Jessie Cunha, Miss Effie Green, E. C. Piper, Herbert M. Northrop, A. W. Bishop, Ed. Cousins, H. Buss, Jos. Van Ness, injured in collision.

February 3. — East Boston: unknown man was struck by engine at Bennington Street crossing and instantly killed.

February 3. — Boston: Chas. A. Plant, brakeman, was struck by tender of engine and injured his chest.

February 3. — South Lawrence: Emil Landry, laborer, fell from moving train, breaking two fingers and bruising his head.

February 4. — Marblehead: John Finn, passenger, fell from platform of car, was run over and his right leg cut off.

February 5. — North Woburn: unknown man, trespasser, was found on side of track dead, supposed to have been struck by train.

February 5. — Mystic Wharf: J. G. Cunningham, brakeman, was caught by broken wire and fell from top of car, wrenching his right shoulder.

February 6. — Newburyport: Wm. H. Oakes, engineer, was thrown from engine by engine striking the one he was in, spraining his ankle and bruising his head.

February 8. — Haverhill: John Campbell, employee, while standing on track was struck by engine and his head injured.

February 8. — Worcester: A. Hamel, employee, riding on pilot of engine, fell, injuring his knee cap.

February 10. — Wakefield: unknown woman, while crossing track in front of engine was struck and instantly killed.

February 10. — Carltonville: G. H. Howell, trespasser, while crossing tracks was caught between two trains and fell, cutting his head and arm.

February 11. — Worcester: F. P. Davis, brakeman, while coupling was caught between cars and squeezed through the body.

February 14. — Arlington: R. L. Sawin, passenger, jumped from moving train, fell and was somewhat shaken up.

February 14. — Chelsea: Philip Reynolds, motorman, and Frank Claffey, passenger, in electric car, were more or less seriously injured, caused by electric car breaking through gates and running into freight train on crossing.

February 16. — Wyoming: Florence A. Planter, shoulder and arm bruised and nervous shock to system; Mrs. Geo. F. Perry, nervous shock and internal injuries; Ethel Brown, shaken up and bruised; O. W. Trumbull, shaken up and bruised; Wm. S. Coggswell, shaken up and bruised; Emma F. Botsford, internal injury; John Walsh, knee and back injured; Maria Stewart, shaken up and bruised; Mary A. Chisholm, knee injured; Marion L. Hatch, badly shaken up; Mrs. Sarah Stone, shaken up and bruised; Wm. F. Sargent, shaken up and bruised; Anna W. Atkins, internal injury; Thomas Murphy, shaken up and bruised; C. H. Melvin, shaken up; Wm. Conway, shaken up and bruised; Josie Allen, internal injury; and James Cronan, back injured and shaken up. These people were injured in collision.

February 16. — Chelsea: Thomas Moran, employee, standing on track, flagging crossing, was struck by train and instantly killed.

February 17. — Mystic Wharf: F. J. Wright, brakeman, was thrown from top of box car and internally injured.

February 19. — North Lawrence: Joseph Verrille, trespasser, was struck by car and cut his forehead.

February 19. — Lynn: Owen Buckley, trespasser, while walking on track was struck by engine and instantly killed.

February 19. — Boston: R. Lord, brakeman, while coupling had his finger crushed.

February 20. — Prospect Hill: Baxter Wilson, brakeman, was thrown from top of car by reason of break chain slipping, dislocating his hip, breaking his nose and cutting his scalp.

February 21. — Newburyport: Dennis Murphy, trespasser, while stealing a ride on top of car was struck by something, causing a scalp wound and bruising his shoulder.

February 26. — Montvale: James Hoborn, trespasser, was found dead beside track; supposed to have been struck by train.

March 2. — North Chelmsford: Frank Prescott, passenger, jumped from moving train, cutting a gash over his eye and bruising his hand and shoulder.

March 2. — Boston: Benjamin Rice, brakeman, while coupling had his finger crushed.

March 3. — Lynn: Isaac W. Morrison, brakeman, was thrown from top of box car and broke his left leg.

March 4. — Boston: Ed. E. McDonald, brakeman, while coupling cars was caught between sills of same and jammed through the body.

March 5. — Beverly: Miss Georgie Kelley tried to cross the track in front of engine, was struck by same and killed.

March 5. — Lawrence: Chas. Hardacre, trespasser, a boy fourteen years of age, while playing on cars fell, was run over and instantly killed.

March 5. — Melrose: Low Yick, while crossing track was struck by engine and instantly killed.

March 5. — South Boylston: John Looby, trespasser, while stealing a ride either jumped or fell from car and cut his head.

March 7. — Boston: W. H. Juby, brakeman, had his hand jammed while coupling car to engine.

March 8. — Bleachery: Joseph Pelkey, brakeman, had his right arm crushed while coupling cars.

March 9. — Lowell: Pennie Bashard, brakeman, had his left arm crushed while coupling cars.

March 10. — Wilmington: James Morang, trespasser, while stealing a ride on train fell off car, was run over and one leg taken off.

March 12. — Everett: J. M. McClennan, trespasser, while walking on track was struck by engine and his head seriously injured.

March 12. — Oakdale: E. H. Merys, brakeman, had his thumb on left hand jammed while coupling car to engine.

March 14. — Danvers: J. Sargent, employee, had a finger jammed while coupling engine to car.

March 16. — Boston: Chas. A. Plant, brakeman, while attempting to get on engine while in motion slipped and had his foot badly crushed.

March 17. — Salem: G. E. Ordway, employee, while throwing switch was struck by cylinder of engine and his side bruised.

March 17. — Lowell: Wallace S. Nutting, brakeman, had his right hand crushed while coupling car to engine.

March 19. — Swampscott: James Duffy, trespasser, while walking on track was struck by engine and somewhat injured.

March 21. — Bleachery: F. U. Harlow, brakeman, had two fingers and part of his thumb crushed while coupling.

March 22. — North Billerica: Eugene Marshall, trespasser, tried to jump on moving train, fell and was fatally injured.

March 22. — Worcester: David Herley, trespasser, was struck by engine and somewhat injured.

March 24. — Boston: Eugene S. Scanlon, conductor, was caught between two cars and his body was badly squeezed.

March 24. — Springfield: I. Lowell, brakeman, had a finger badly crushed while coupling.

March 26. — Northampton: C. E. Snow, brakeman, had two fingers badly jammed while coupling cars.

March 26. — Manchester: Chas. Morgan, passenger, jumped from moving train, fell and sprained his arm and bruised his face.

March 30. — Lowell: Martin Canning, while driving over private crossing, team was struck by train and he was thrown to the ground and his face badly cut.

March 30. — Mt. Tom: Chas. H. Graves, brakeman, while coupling two cars was caught between the ladders and his shoulder and side somewhat bruised.

April 1. — East Somerville: John L. Burns, while crossing track in front of engine was struck by same and thrown to station platform. His right arm was broken and he was somewhat bruised.

April 3. — Boston: Wm. J. Hall, brakeman, fell from top of box car and injured his left arm.

April 4. — Boston: Edw. E. McDonald, brakeman, had one finger crushed while coupling cars.

April 5. — Boston: Frank Flannagan attempted to cross track in front of engine, was struck and seriously injured.

April 6. — Lynn: Frank Fortin, brakeman, while coupling had his face bruised by reason of pin flying and striking him.

April 8. — Mystic Wharf: Robert Burns, trespasser, while crossing between cars as they were moving fell and was run over; cars passed over his body below the hips and across his left arm.

April 9. — Somerville: T. C. Bonner, brakeman, had two fingers jammed while coupling cars.

April 9. — Lynn: Joseph Roach was found on track fatally injured; supposed to have been struck by train while walking on track.

April 11. — Haverhill: Fred F. Short, brakeman, had his chest bruised while coupling cars.

April 11. — Andover: Chas. E. Hazen, brakeman, fell from rear of engine while it was in motion, cutting his wrist and bruising his knee.

April 11. — Holyoke: Chas. Hammond, switchman, had his hand jammed while coupling car to engine.

April 12. — Prospect Hill: J. M. Blackmer, employee, had his leg caught and crushed between two cars of steel rails, caused by rails sliding on application of air brake to car.

April 15. — Boston: N. H. Ryan, brakeman, while walking on train same parted and he fell between cars, injuring his left shoulder and hip.

April 15. — Northampton: G. H. Cass, employee, had a finger bruised while coupling engine to car.

April 16. — Boston: Axel Johnson, brakeman, had his arm jammed while coupling cars.

April 16. — Boston: E. C. Healey, brakeman, had his right hand badly crushed while coupling car and engine.

April 16. — Salem: Mrs. J. E. Freeman, passenger, stepped from moving train, fell and was somewhat shaken up.

April 18. — Boston: John F. Bryan, brakeman, while pulling pin between engine and car the car rebounded, catching his leg between the coupler, badly crushing the same.

April 20. — Lynn: M. T. Goldstien, trespasser, while walking on track was struck by engine and seriously injured.

April 21. — North Lawrence: Herbert R. Lawrence, conductor, while leaning out of car door was struck on head by crane of water tank and somewhat injured.

April 22. — Lincoln Square: Harry Flint, brakeman, had his hand cut while coupling car to engine.

April 22. — Boston: Daniel Leary, brakeman, had a finger bruised while coupling cars.

April 22. — Holyoke: P. E. Dunn, brakeman, had a finger jammed while coupling cars.

April 23. — North Lawrence: Robert Redford, passenger, fell from moving train and cut his head.

April 28. — Northampton: W. F. Harris, while attempting to board moving train fell and was badly bruised.

April 29. — Everett: unknown man, trespasser, while walking on track was struck by train and killed.

April 29. — Woburn Highlands: Edw. C. Humphrey, brakeman, had his thumb crushed while coupling car to engine.

April 30. — North Lawrence: Edwin W. Grose, employee, fell from foot-board of engine, slightly bruising his leg.

May 1. — Wilmington: G. W. Mansur and H. E. Quimby, employees, were badly shaken up in derailment.

May 2. — Lowell: Alphonse Cote, employee, was caught by lever of coupler and jammed his left side.

May 3. — Ayer: Chas. E. Bradford, brakeman, had his arm badly bruised while coupling.

May 3. — Boston: P. J. Colbert, brakeman, had his hand crushed while coupling cars.

May 3. — Alphonse Parisien, brakeman, was caught between cars while coupling the same and had his body slightly squeezed.

May 6. — Boston: J. J. Conley, brakeman, while riding on cars was thrown to the ground and his left shoulder was badly bruised.

May 6. — East Boston: M. J. Mahoney, brakeman, was thrown from step of engine, spraining his back.

May 7. — Boston: Patrick Donahue, machinist, had his back injured while working under engine.

May 7. — Ayer: H. A. Shaw, conductor, had his arm badly bruised while coupling cars.

May 9. — Mystic Junction: F. Callihan, employee, while passing under cars, train started and injured his foot.

May 10. — Hamilton and Wenham: unknown man, trespasser, was struck by engine while walking on track and instantly killed.

May 14. — Wakefield Centre: Thomas J. McManus, passenger, jumped from moving train, was run over and fatally injured.

May 15. — Mystic Wharf: H. Barrett, laborer, had his shoulder and side bruised while coupling cars.

May 16. — Lynn Common: Joseph Taylor, in attempting to cross track in front of engine was struck and seriously injured.

May 16. — Salem: P. S. O'Donnell, laborer, had his arm badly jammed while coupling cars.

May 23. — Prospect Hill: Mrs. Everett, passenger, stepped from moving train, fell and bruised her right knee.

May 28. — Somerville: H. E. Kingsbury, brakeman, while coupling cars was caught between the ends of same and had his chest jammed.

May 24. — Andover: Amos W. Prescott, brakeman, had his finger crushed while coupling cars.

May 25. — East Boston: D. S. West, brakeman, had a finger crushed while coupling engine to car.

May 26. — Winchester: unknown man, trespasser, was found dead on track, supposed to have been struck by train.

June 1. — Holyoke: Frank Williams, brakeman, had his finger jammed while coupling cars.

June 3. — South Lawrence: C. E. Nicholson, brakeman, while coupling had his finger somewhat injured.

June 5. — Lynn: Mrs. William A. Doane, passenger, jumped from moving train and sprained her ankle.

June 6. — Boston: W. H. Freeman, carpenter, stepped in front of engine, was knocked down and somewhat injured.

June 6. — Boston: Matthew Connor, employee, jumped from engine while in motion and bruised his shoulder.

June 6. — Wayland: F. E. Bailey, employee, while coupling engine to car jammed his finger.

June 6. — Groton: The following persons were more or less injured in collision: A. J. Tatro, brakeman; E. J. Jeffrey, baggage master; M. Harley, fireman; H. L. Parks, engineer; Mrs. Able La France, W. H. Patten, Miss M. J. Palmer, A. S. Phelps, James F. Buckley, Mrs. Thos. McNamera, Mrs. I. G. Martin, Howland Cuson, Lama Handly, passengers.

June 6. — Bradford: John M. Laughlin, trespasser, jumped from moving train, fell, was run over and both legs were badly crushed.

June 11. — Worcester: John Doyle, trespasser, while standing on track was struck by a car and somewhat injured.

June 13. — Somerville Highlands: Alexander White, trespasser, while walking on track was struck by a bundle of papers thrown from the train, and received injuries to his back and leg.

June 17. — Lynnfield: David DeCutchey, a traveller on highway, while crossing track at Grove Street, a private crossing, was struck by engine and instantly killed.

June 18. — Boston: Wm. White, employee of the Frost Forwarding Company, attempted to pass between two cars which were being coupled, was caught between draw-bars and fatally injured.

June 22. — Boston: James McCarthy, switchman, while standing at switch, was struck by cylinder of engine and was somewhat bruised and shaken up.

June 22. — Ayer: Jacob Murphy, conductor, while leaning from side of car, struck a telegraph pole and was thrown from car. His jaw was injured and face badly bruised.

June 22. — Medford: Dennis McCarthy, passenger, stepped from moving train, fell and was run over. His foot was slightly jammed.

June 23. — Byfield: S. Robinson, conductor, had a finger jammed while coupling cars.

June 26. — Gilbertville: Napoleon Mallesie, trespasser, was fatally injured while either trying to board moving train or walking on the track.

June 26. — Worcester: Patrick Ryan, trespasser, in trying to get on caboos while in motion fell, was run over and his foot badly crushed.

June 27. — Wedgemere: James Ramsdell, employee, while standing at switch was struck by car, thrown down and had two ribs broken and his back injured.

June 27. — Boston: Geo. M. Glidden, brakeman, had his finger jammed while coupling engine to car.

June 27. — Greenfield: H. C. Atherton, brakeman, had arm crushed while coupling engine to car.

June 28. — East Everett: unknown man, trespasser, walked onto track and lay down in front of engine. He was struck and instantly killed.

June 29. — Glenwood: G. L. Martin, brakeman, had a finger crushed while coupling car to engine.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Tristram A. Mackinnon, *First Vice-President*, Boston, Mass. William F. Berry, *Second Vice-President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. Richard Olney, *General Counsel*, Boston, Mass. William J. Hobbs, *General Auditor*, Boston, Mass. Frank Barr, *Assistant General Manager*, Boston, Mass. Dana J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. Michael T. Donovan, *General Freight Agent*, Boston, Mass. Daniel W. Sanborn, *General Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. George M. Pullman, Chicago, Ill. (died Oct. 19, 1897). Richard Olney, Boston, Mass. Alvah W. Sulloway, Franklin, N. H. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. Henry R. Reed, Boston, Mass. Aretas Blood, Manchester, N. H. (died Nov. 24, 1897). Lewis Cass Ledyard, New York, N. Y. Henry M. Whitney, Brookline, Mass. Henry F. Dimock, New York, N. Y. William Whiting, Holyoke, Mass. John A. Hall, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
JOSEPH H. WHITE,
WALTER HUNNEWELL,
RICHARD OLNEY,
HENRY M. WHITNEY,
HENRY R. REED,
Directors.
A. BLANCHARD,
Treasurer.
T. A. MACKINNON,
First Vice-President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 15, 1898. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Joseph H. White, Walter Hunnewell, Richard Olney, Henry M. Whitney, Henry B. Reed, Amos Blanchard and T. A. Mackinnon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,

Justice of the Peace.

Approved.

GEO. H. POOR,

Commissioner for Massachusetts.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1898.

CR.		
Amount on hand as per report of June 30, 1897,		\$892 15
Annual payment to sinking fund by the Boston & Maine Railroad for the year ending Sept. 1, 1897,		100,000 00
Amount of excess of cost of certificates of indebtedness over the fair value fixed by the trustees, received of the Boston & Maine Railroad Oct. 25, 1897,		3,167 55
Proceeds of sale of two lots of land at Revere, June 27, 1898,		300 00
Interest on deposit at Shawmut National Bank to June 30, 1898,		321 24
		<u>\$104,680 94</u>
DR.		
Cost of certificates of indebtedness purchased		
Oct. 28, 1898, \$84,000 and £200,	\$102,586 31	
Accrued interest paid,	807 24	
	<u>\$103,393 55</u>	
Balance on hand, deposited at the National Shawmut Bank,	1,287 39	
		<u>\$104,680 94</u>

WILLARD P. PHILLIPS,

CHARLES R. CODMAN,

CHARLES U. COTTING,

Trustees Eastern Railroad.

BOSTON, June 30, 1898.

To the Railroad Commissioners of Massachusetts.

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1898, were as follows :—

Certificates of indebtedness payable in sterling money	
of Great Britain,	£819,800
Certificates payable in gold dollars of the United States, \$6,917,000 00	
Scrip certificates,	21 cents.

The above shows a decrease from amount last reported of \$84,000 and £200, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

WILLARD P. PHILLIPS,
CHARLES R. CODMAN,
CHARLES U. COTTING,
Trustees Eastern Railroad.

Boston, June 30, 1898.

RETURN OF THE BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$489,800 00
Dividends received on stocks owned,		400 00
GROSS INCOME,		\$490,200 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$5,113 11	
Interest on funded debt,	86,800 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		91,913 11
NET DIVISIBLE INCOME,		\$398,286 89
Dividends declared (10 per cent),		400,000 00
DEFICIT FOR THE YEAR ENDING JUNE 30, 1898,		\$1,713 11
Amount of surplus June 30, 1897,		80,709 88
TOTAL SURPLUS JUNE 30, 1898,		\$78,996 27
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.	Dr.	
Cost of road,		\$5,046,088 80
Cost of equipment,		871,234 85
Lands in Massachusetts,		82,183 94
Stock of Providence, Warren & Bristol Rail- road Company,	\$158,505 00	
Stock of Union Freight Railroad Company,	79,014 42	
Stock of the Boston Terminal Company,	100,000 00	
TOTAL PERMANENT INVESTMENTS,		\$6,837,026 01
Cash,	\$148,715 26	
Other cash assets,	10,090 00	
TOTAL CASH AND CURRENT ASSETS,		158,805 26
TOTAL,		\$6,495,831 27

LIABILITIES.		Cr.	
Capital stock,			\$4,000,000 00
Funded debt,			2,170,000 00
Current liabilities:			
Dividends not called for,	\$3,355 00		
Matured interest coupons unpaid (including coupons due July 1),	43,480 00		
Dividend due and unpaid,	100,000 00		
Miscellaneous current liabilities: New York, New Haven & Hartford Railroad Company,	100,000 00		
TOTAL CURRENT LIABILITIES,		246 835 00	
Profit and Loss balance (surplus),		78,996 27	
TOTAL,		\$6,495,831 27	
CAPITAL STOCK.			
Capital stock authorized by law,	\$4,000,000 00		
Capital stock authorized by votes of company,	4,000,000 00		
Capital stock issued and outstanding,		\$4,000,000 00	
Number of shares issued and outstanding,	40,000		
Number of stockholders,	1,701		
Number of stockholders in Massachusetts,	1,382		
Amount of stock held in Massachusetts,	\$3,382,500 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon bonds (plain),	Per Cent. 4	1918,	\$2,170,000 00	\$93,320 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 41.500	Miles. 38.310
Length of branch line,	19.640	15.130
TOTAL LENGTH OF LINE OWNED,	61.190	53.440
Length of second track,	53.140	49.950
Length of third track,	10.570	8.670
Length of fourth track,	10.100	8.200
Length of side track, etc.,	79.860	54.160
TOTAL LENGTH OF TRACK OWNED,	214.860	174.420

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,
205 SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Royal C. Taft, *President*, Providence, R. I. Benjamin B. Torrey, *Treasurer*
and *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. Robert H. Stevenson, Boston, Mass.
Edward W. Hooper, Cambridge, Mass. Charles P. Bowditch, Boston, Mass.
Robert I. Gammell, Providence, R. I. George A. Gardner, Boston, Mass.
John C. Gray, Boston, Mass.

We hereby certify that the statements contained in the foregoing return
are full, just and true.

ROYAL C. TAFT,
ROBT. H. STEVENSON,
EDWARD W. HOOPER,
CHARLES P. BOWDITCH,
GEO. A. GARDNER,
JOHN C. GRAY,

Directors.

B. B. TORREY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 12, 1898. Then personally appeared the above-
named Royal C. Taft, Robert H. Stevenson, Edward W. Hooper, Charles P.
Bowditch, George A. Gardner, John C. Gray and B. B. Torrey, and severally
made oath that the foregoing certificate by them subscribed is, to the best of
their knowledge and belief, true.

Before me,

ALEXANDER TYLER,

Justice of the Peace.

RETURN OF THE BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$236,648 46
Operating expenses,	196,188 56
NET EARNINGS FROM OPERATION,	\$40,509 90
Miscellaneous income, less expense of collecting: sales of old material, rents, etc.,	22,109 17
GROSS INCOME ABOVE OPERATING EXPENSES,	\$62,619 07
Charges upon income accrued during the year:	
Interest on funded debt,	\$37,572 50
Interest and discount on unfunded debts and loans,	2,170 98
Taxes,	5,474 96
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	45,218 44
NET DIVISIBLE INCOME,	\$17,400 63
Dividends declared during the year:	
January 1, 1898, 1 per cent on \$850,000,	\$8,500 00
July 1, 1898, 1 per cent on \$850,000,	8,500 00
TOTAL DIVIDENDS DECLARED,	17,000 00
Surplus for the year ending June 30, 1898,	\$400 68
Amount of surplus June 30, 1897,	57,889 98
TOTAL SURPLUS JUNE 30, 1898,	\$57,790 61

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$242,382 86		
Deductions:			
Excess fares refunded,		\$5,784 40	
TOTAL EARNINGS, PASSENGER SERVICE,			\$236,648 46
GROSS EARNINGS FROM OPERATION,			\$236,648 46

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$7,520 00
Salaries of clerks and attendants,	2,983 92
General office expenses and supplies,	1,156 76
Insurance,	5,297 00
Stationery and printing (general offices),	1,832 26
Other general expenses: band concerts, hospital and relief association, etc.,	10,018 49
TOTAL,	\$28,808 43
Maintenance of way and structures:	
Repairs of roadway,	\$14,576 16
Renewals of ties,	1,024 19
Repairs and renewals of bridges and culverts,	2,187 63
Repairs and renewals of fences, road crossings, signs and cattle guards,	83 10
Repairs and renewals of buildings and fixtures,	3,972 86
TOTAL,	\$21,793 44
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$10,581 28
Repairs and renewals of passenger cars,	6,853 12
Repairs and renewals of marine equipment,	2,049 74
TOTAL,	\$19,484 14
Conducting transportation:	
Engine and roundhouse men,	\$15,485 00
Fuel for locomotives,	13,076 18
Water supply for locomotives,	3,045 03
Oil, tallow, waste and other supplies for locomotives,	746 83
Train service,	26,177 70
Train supplies and expenses,	1,511 14
Switchmen, flagmen and watchmen,	16,315 10
Telegraph expenses,	1,019 17
Station service,	18,187 55
Station supplies,	8,723 84
Loss and damage,	50 74
Injuries to persons,	325 00
Operating marine equipment,	18,812 34
Advertising,	876 98
Stationery and printing,	2,200 00
TOTAL,	\$126,052 55
Recapitulation:	
General expenses,	\$28,808 43
Maintenance of way and structures,	21,793 44
Maintenance of equipment,	19,484 14
Conducting transportation,	126,052 55
TOTAL OPERATING EXPENSES,	\$196,138 56
Percentage of operating expenses to gross earnings,	82.88

GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$1,444,927 38
Cost of equipment,		220,907 48
Real estate,		85,627 00
Other permanent property: ferry boats,		78,000 00
TOTAL PERMANENT INVESTMENTS,		\$1,824,461 81
Cash,	\$16,621 69	
Due from solvent companies and individuals,	9,242 24	
Other cash assets,	1,600 00	
TOTAL CASH AND CURRENT ASSETS,		27,463 98
Materials and supplies,		18,851 86
TOTAL,		\$1,865,777 60
LIABILITIES.		CR.
Capital stock,		\$850,000 00
Funded debt,		850,000 00
Current liabilities:		
Loans and notes payable,	\$30,000 00	
Audited vouchers and accounts,	7,336 19	
Dividends not called for,	88 00	
Miscellaneous current liabilities,	42,412 80	
TOTAL CURRENT LIABILITIES,		79,786 99
Accrued liabilities: miscellaneous accrued liabilities: dividend due July 1, 1898,		8,500 00
Sinking and other special funds:		
Improvement fund,	\$16,000 00	
Injury fund,	8,700 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		19,700 00
Profit and Loss balance (surplus),		57,790 61
TOTAL,		\$1,865,777 60
PROPERTY ACCOUNTS.		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Land sold,	\$18,695 84	
Locomotives, depreciation,	30,409 80	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		\$44,105 14
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,125,000 00	
Capital stock authorized by votes of company,	1,125,000 00	
Capital stock issued and outstanding,		\$850,000 00
Number of shares issued and outstanding,	8,500	
Number of stockholders,	812	
Number of stockholders in Massachusetts,	284	
Amount of stock held in Massachusetts,	\$658,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	4½	July 15, 1927,	\$561,000 00	\$12,622 50
Mortgage Winthrop Branch,	5	Sept. 1, 1906,	280,000 00	14,480 00
Interest paid on \$860,000 bonds, due July 15, 1897, . . . . .	. . . . .	. . . . .	-	10,500 00
TOTALS, . . . . .	. . . . .	. . . . .	\$860,000 00	\$37,672 50

SINKING AND OTHER SPECIAL FUNDS.

<i>Injury Fund.</i>	
Additions during the year,	\$3,700 00
TOTAL INJURY FUND JUNE 30, 1898,	\$3,700 00
<i>Improvement Fund.</i>	
Amount of improvement fund June 30, 1897,	\$16,000 00
TOTAL IMPROVEMENT FUND JUNE 30, 1898,	\$16,000 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	2,869,556
Number of passengers carried one mile,	14,104,002
Number of passengers carried one mile per mile of road operated,	1,068,484
Average length of journey per passenger,	4 91 miles.
Average amount received from each passenger,	8.24 cents.
Average amount received per passenger per mile carried,	1.67 "
Passenger earnings (gross) per mile of road operated,	\$17,927 91
Passenger earnings (gross) per passenger-train mile run,	79.81 cents.
Operating expenses:	
Operating expenses per mile of road operated,	\$14,858 97
Operating expenses per revenue-train mile run,	66.06 cents.
Train mileage:	
Miles run by passenger trains,	296,882
Total mileage of trains earning revenue,	296,882
Miles run by construction and other trains,	8,979
Total train mileage,	300,861
Fares and freights:	
Average rate of fare per mile on local tickets,	2 cents.
Average rate of fare per mile on commutation tickets,	1 cent.
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	1,197,873
Number of passengers (including season-ticket) from Boston,	1,217,713
Employees:	
Average number of persons employed,	209

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 8.800	Miles. 8.800
Length of branch line,	4.400	4.400
TOTAL LENGTH OF LINE OWNED,	13.200	13.200
Length of second track,	9.500	9.500
Length of side track, etc.,	3.750	3.750
TOTAL LENGTH OF TRACK OWNED,	26.450	26.450
RAILROAD OPERATED.		
Length of main line,	8.800	8.800
Length of branch line,	4.400	4.400
TOTAL LENGTH OF LINE OPERATED,	13.200	13.200
Length of second track,	9.500	9.500
Length of side track, etc.,	3.750	3.750
TOTAL LENGTH OF TRACK OPERATED,	26.450	26.450

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.				Number Owned.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				9	Lbs. 76,000	Lbs. 70,000
ROLLING STOCK.	Number Owned.	Equipped with power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler Used.		
CARS — PASSENGER SERVICE.						
Passenger cars,	43	43	43	Miller. Miller.		
Combination cars,	8	8	8			
TOTAL,	51	51	51			
CARS — COMPANY'S SERVICE.						
Gravel cars,	12	-	-			
Other cars in company's service,	6	-	-			
TOTAL,	18	-	-			

Number of 8-wheel cars in passenger service with brakes for all wheels, 51

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	11
Number of highway grade crossings protected by gates,	6
Number of highway grade crossings protected by flagmen,	5
Number of highway bridges less than 18 feet above track,	14
Height of lowest highway bridge above track,	12 ft. 6 in.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
7A, Crystal Cove,	Pile.	New caps, stringers and cross ties.
7A, Crystal Cove,	Pile.	837 feet filled solid with earth.

Total length of pile and trestle bridging (in feet), 6,726

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	2	-	2	-	4	-	4
Employees, .	-	-	-	1	-	1	-	1
Other persons,	-	-	4	3	4	3	4	3
TOTALS, .	-	2	4	6	4	8	4	8

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 28, 1897. — Robert Cunningham jumped from train before it had stopped at Crescent Beach; fell and injured his knee.

September 6. — Thomas Kelley deliberately jumped in front of locomotive at Crescent Beach and was instantly killed.

October 6. — Thomas Taylor, while walking on the track near Saugus River, was struck by train; taken to the Lynn hospital, where he died.

October 21. — M. Socco, an employee, was struck by gravel train; not seriously injured

November 13. — Ada Stickler jumped from a moving train near Harbor View; quite seriously injured and taken to hospital.

November 29. — Mrs. Cook, while walking on the track near Beachmont, was struck by a train and instantly killed.

Jan. 31, 1898 — During the heavy snow-storm, while train was stalled in snow near Fairview Street, Winthrop, a telephone pole fell and went through window of one of the cars, striking E. C. Hathaway, injuring his arm and shoulder; not much injured.

February 5. — Mrs. George Mather, while standing near Crescent Beach station, slipped on the concrete and fell, breaking her ankle.

March 19. — A boy named George W. Pettinger, while walking on the Harbor View bridge, was struck by a locomotive and killed.

May 7. — A child twenty months old, named Lavoix, while playing on the track near Wood Island bridge, was struck by a locomotive; one foot and the toes of the other foot were cut off. The child recovered.

May 19. — John Knowles, while walking on Harbor View bridge, intoxicated, was struck by train and one arm broken.

May 21. — A boy named George H. Lythgoe had his fingers jammed by a car door slamming; not much injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry R. Reed, Boston, Mass. Joseph S. Ricker, Portland, Me. Elijah B. Stoddard, Worcester, Mass. Amos F. Breed, Lynn, Mass. Henry F. Hurlburt, Lynn, Mass. John A. Fenno, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,
ELIJAH B. STODDARD,
JOS. S. RICKER,
HENRY R. REED,
JOHN A. FENNO,
Directors.
JOHN A. FENNO,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 27, 1898. Then personally appeared the above-named John A. Fenno, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MELVIN O. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 30, 1898. Then personally appeared the above-named Melvin O. Adams, Elijah B. Stoddard, Jos. S. Ricker and Henry R. Reed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. FENNO,
Justice of the Peace.

RETURN
OF THE
CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$13,597 05
Operating expenses,	11,285 02
NET EARNINGS FROM OPERATION,	\$2,312 03
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,312 03
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,813 29
Taxes,	305 20
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,118 49
NET DIVISIBLE INCOME,	\$193 54
Surplus for the year ending June 30, 1898,	\$193 54
Amount of surplus June 30, 1897,	286 88
TOTAL SURPLUS JUNE 30, 1898,	\$480 42
EARNINGS FROM OPERATION.	
Freight service: gross receipts from freight,	\$13,597 05
GROSS EARNINGS FROM OPERATION,	\$13,597 05
EXPENSES OF OPERATION.	
General expenses:	
Law expenses,	\$601 81
Stationery and printing (general offices),	23 11
TOTAL,	\$624 92
Maintenance of way and structures:	
Repairs of roadway,	\$929 34
Renewals of ties,	304 68
TOTAL,	\$1,234 02
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$295 13
Repairs and renewals of freight cars,	202 56
TOTAL,	\$497 69

Conducting transportation:	
Engine and roundhouse men,	\$798 29
Fuel for locomotives,	930 50
Oil, tallow and waste for locomotives,	74 82
Train service,	621 50
Switchmen, flagmen and watchmen,	845 85
Other expenses of conducting transportation: wharfage at Pigeon Cove,	5,662 45
TOTAL,	\$8,928 39
Recapitulation:	
General expenses,	\$624 92
Maintenance of way and structures,	1,234 02
Maintenance of equipment,	497 69
Conducting transportation,	8,928 39
TOTAL OPERATING EXPENSES,	\$11,285 02
Percentage of operating expenses to gross earnings,	82.99

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.		DR.	
Cost of road,			\$20,287 85
Cost of equipment,			10,500 00
TOTAL PERMANENT INVESTMENTS,			\$30,787 85
Cash,	\$480 42		
Due from solvent companies and individuals,	8,662 45		
TOTAL CASH AND CURRENT ASSETS,			4,142 87
TOTAL,			\$34,930 72
LIABILITIES.		CR.	
Capital stock,			\$20,000 00
Current liabilities:			
Loans and notes payable,	\$10,787 85		
Audited vouchers and accounts,	8,662 45		
TOTAL CURRENT LIABILITIES,			14,450 30
Profit and Loss balance (surplus),			480 42
TOTAL,			\$34,930 72
PROPERTY ACCOUNTS.			
Additions to construction account: lands, land damages and fences,			\$2,219 76
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,			\$2,219 76
CAPITAL STOCK.			
Capital stock authorized by law,	\$20,000 00		
Capital stock authorized by votes of company,	20,000 00		
Capital stock issued and outstanding,			\$20,000 00
Number of shares issued and outstanding,	200		
Number of stockholders,	9		
Number of stockholders in Massachusetts,	9		
Amount of stock held in Massachusetts,	\$20,000 00		

VOLUME OF TRAFFIC, ETC.

Freight traffic:	
Number of tons of freight hauled earning revenue, . . .	90,647
Number of tons of freight hauled one mile, . . .	180,169
Number of tons of freight hauled one mile per mile of road operated, . . .	63,124
Average length of haul per ton, . . .	1.436 miles.
Average amount received for each ton of freight, . . .	15.000 cents.
Average amount received per ton per mile hauled, . . .	10.400 "
Freight earnings (gross) per mile of road operated, . . .	\$9,468 69.7
Freight earnings (gross) per freight-train mile run, . . .	2 29.2
Operating expenses:	
Operating expenses per mile of road operated, . . .	7,858 64.9
Operating expenses per revenue-train mile run, . . .	1 90.3
Train mileage:	
Miles run by freight trains, . . .	5,930
Total mileage of trains earning revenue, . . .	5,930
Employees:	
Average number of persons employed, . . .	4

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line, . . .	Miles. 1.436	Miles. 1.436
Length of side track, etc., . . .	.781	.781
TOTAL LENGTH OF TRACK OWNED, . . .	2.217	2.217
RAILROAD OPERATED.		
Length of main line, . . .	1.436	1.436
Length of side track, etc., . . .	.781	.781
TOTAL LENGTH OF TRACK OPERATED, . . .	2.217	2.217

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving wheel Brakes.	Maximum Weight	Average Weight.
LOCOMOTIVES.				
Freight, . . .	1	1	Lbs. 60,000	Lbs. 60,000
CARS — FREIGHT SERVICE.				
Flat cars, . . .	15	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade.	2
Number of highway grade crossings protected by gates.	1
Number of highway grade crossings protected by flagmen.	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,
40 WATER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jonas H. French, *President and General Manager*, 40 Water Street, Boston, Mass. George E. Craig, *Treasurer and Clerk of Corporation*, 40 Water Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jonas H. French, Gloucester (Bay View), Mass. George E. Craig, Walpole, Mass. William H. Pearson, Boston, Mass. Edward O. Merrill, Malden, Mass. Arthur P. Friend, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JONAS H. FRENCH,
GEORGE E. CRAIG,
WILLIAM H. PEARSON,
Directors.
GEORGE E. CRAIG,
Treasurer.
JONAS H. FRENCH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 26, 1898. Then personally appeared the above-named Jonas H. French, George E. Craig and William H. Pearson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES E. LEACH,
Justice of the Peace.

RETURN

OF THE

CENTRAL MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$175,187 71
Income from other sources:	
Interest on deposits,	\$510 16
From Boston & Maine for maintenance, etc.,	1,500 00
	<u>2,010 16</u>
GROSS INCOME,	\$177,147 87
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,500 00
Interest on funded debt,	105,000 00
Other expenses and charges upon income:	
Interest on equipment,	14,088 32
	<u>120,588 32</u>
TOTAL EXPENSES AND CHARGES UPON INCOME,	120,588 32
NET DIVISIBLE INCOME,	\$56,559 55
Dividends declared (1½ per cent on preferred stock),	59,146 50
Deficit for the year ending June 30, 1898,	\$2,586 95
Amount of surplus June 30, 1897,	13,488 05
	<u>\$10,901 10</u>
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road and equipment,	\$9,521,592 33
Cash,	12,574 82
TOTAL,	<u>\$9,534,167 15</u>
LIABILITIES.	CR.
Capital stock, common,	\$3,471,100 00
Capital stock, preferred and scrip,	8,950,492 83
TOTAL CAPITAL STOCK,	<u>\$7,421,592 83</u>

Funded debt,	\$2,100,000 00
Sinking and other special funds:	
Contingent fund,	\$1,184 27
Expense fund,	489 45
TOTAL SINKING AND OTHER SPECIAL FUNDS,	1,673 72
Profit and Loss balance (surplus),	10,901 10
TOTAL,	\$9,584,167 15

CAPITAL STOCK.	
Capital stock authorized by law, common,	\$3,500,000 00
Capital stock authorized by law, preferred,	8,960,912 83
Total capital stock authorized by law,	\$7,450,912 83
Capital stock authorized by votes of company, common,	\$3,500,000 00
Capital stock authorized by votes of company, preferred,	8,950,912 83
Total capital stock authorized by vote,	\$7,450,912 83
Capital stock issued and outstanding, common,	\$3,471,100 00
Capital stock issued and outstanding, preferred,	8,943,400 00
Total capital stock outstanding,	\$7,414,500 00
Scrip convertible into stock,	7,092 33
TOTAL CAPITAL STOCK LIABILITY,	\$7,421,592 33
Number of shares issued and outstanding, common,	84,711
Number of shares issued and outstanding, preferred,	89,434
Total number of shares outstanding,	74,145
Number of stockholders, common,	854
Number of stockholders, preferred,	411
Total number of stockholders,	1,265
Number of stockholders in Massachusetts, common,	732
Number of stockholders in Massachusetts, preferred,	856
Total stockholders in Massachusetts,	1,088
Amount of stock held in Massachusetts, common,	\$3,024,500 00
Amount of stock held in Massachusetts, preferred,	8,629,900 00
Total stock held in Massachusetts,	\$6,654,400 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage coupon,	Per Cent. 5	Oct. 1, 1906,	\$2,000,000 00	\$100,000 00
Coupon,	5	Oct. 1, 1906,	100,000 00	5,000 00
TOTALS,			\$2,100,000 00	\$105,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 98.770	Miles. 98.770
Length of side track, etc.,	24.070	24.070
TOTAL LENGTH OF TRACK OWNED,	122.840	122.840

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CENTRAL MASSACHUSETTS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel N. Aldrich, *President*, Boston, Mass. John W. Weeks, *Vice-President*, Boston, Mass. Henry Hornblower, *Treasurer*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel N. Aldrich, Marlborough, Mass. Thomas H. Perkins, Boston, Mass. Henry Woods, Boston, Mass. Joseph H. Gray, Boston, Mass. William G. Shillaber, Boston, Mass. James P. Graves, Boston, Mass. Charles E. Sweet, Newton, Mass. John W. Weeks, Newton, Mass. George W. Morse, Newton, Mass. Ephraim Stearns, Waltham, Mass. George Van Dyke, Lancaster, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

S. N. ALDRICH,
HENRY WOODS,
CHARLES E. SWEET,
JOHN W. WEEKS,
GEORGE VAN DYKE,
JAMES P. GRAVES,
EPHRAIM STEARNS,
Directors.
HENRY HORNBLOWER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK, ss. JULY 22, 1898. Then personally appeared the above-named S. N. Aldrich, Henry Woods, Charles E. Sweet, John W. Weeks, George Van Dyke, James P. Graves, Ephraim Stearns and Henry Hornblower, *Treasurer*, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES J. PHELAN,
Notary Public.

RETURN OF THE CHATHAM RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$2,814 46
Interest received on bonds owned: Chatham Railroad bond,	80 00
Income from other sources:	
Store rental,	\$95 00
Interest on deposit,	26 90
Sale of loam,	1 32
	<u>123 22</u>
GROSS INCOME,	\$2,967 68
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$108 35
Interest on funded debt,	1,549 33
Taxes,	164 65
Other expenses and charges upon income:	
premium on bond bought,	150 00
	<u>1,972 33</u>
TOTAL EXPENSES AND CHARGES UPON INCOME,	1,972 33
Surplus for the year ending June 30, 1898,	\$995 35
Amount of surplus June 30, 1897,	7,828 77
	<u>\$8,824 12</u>
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road,	\$99,435 58
Bonds of Chatham Railroad,	1,000 00
Other permanent property: one store,	1,055 55
	<u>\$101,491 13</u>
TOTAL PERMANENT INVESTMENTS,	\$101,491 13
Cash,	\$916 66
Bills receivable,	674 33
	<u>1,590 99</u>
TOTAL CASH AND CURRENT ASSETS,	1,590 99
TOTAL,	<u>\$108,082 12</u>

LIABILITIES.		Cr.	
Capital stock,			\$68,200 00
Funded debt,			25,800 00
Accrued liabilities: interest accrued and not yet due,			258 00
Profit and Loss balance (surplus),			8,824 12
TOTAL,			\$108,082 12
CAPITAL STOCK.			
Capital stock authorized by law,	\$70,000 00		
Capital stock authorized by votes of company,	85,000 00		
Capital stock issued and outstanding,			\$68,200 00
Number of shares issued and outstanding,	682		
Number of stockholders,	128		
Number of stockholders in Massachusetts,	112		
Amount of stock held in Massachusetts,	\$47,100 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage,	6	Nov. 1, 1902,	\$5,800 00	\$349 83
First mortgage,	6	Nov. 1, 1907,	20,000 00	1,200 00
TOTALS,			\$25,800 00	\$1,549 83

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	7.070	7.070
Length of side track, etc., . . . . .	.770	.770
TOTAL LENGTH OF TRACK OWNED,	7.840	7.840

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,
CHATHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Osborn Nickerson, *President*, Chathamport, Mass. Charles Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Osborn Nickerson, Chathamport, Mass. Clarendon A. Freeman, North Chatham, Mass. Daniel W. Nickerson, Chatham, Mass. Meriton E. Nickerson, South Chatham, Mass. Charles Bassett, South Chatham, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

OSBORN NICKERSON,
C. A. FREEMAN,
DANIEL W. NICKERSON,
CHARLES BASSETT,
Directors.
CHARLES BASSETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, ss. CHATHAM, Aug. 9, 1898. Then personally appeared the above-named Osborn Nickerson, C. A. Freeman, Daniel W. Nickerson and Charles Bassett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERASTUS T. BEARSE,
Notary Public.

RETURN OF THE CHESTER & BECKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Operated by the Boston & Albany under contract.]

GENERAL EXHIBIT FOR THE YEAR.	
Expenses and charges upon income accrued during the year:	
Interest on funded debt,	\$1,250 00
Interest and discount on unfunded debts and loans,	902 98
TOTAL EXPENSES AND CHARGES UPON INCOME,	\$2,152 98
Deficit for the year ending June 30, 1898,	\$2,152 98
TOTAL DEFICIT JUNE 30, 1898,	\$2,152 98
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	
Cost of road,	Dr. \$186,638 48
Cash,	408 47
Profit and Loss balance (deficit),	2,152 98
TOTAL,	\$189,199 93
LIABILITIES.	
Capital stock,	Cr. \$50,000 00
Funded debt,	50,000 00
Current liabilities: loans and notes payable,	89,199 93
TOTAL,	\$189,199 93
PROPERTY ACCOUNTS.	
Additions to construction account:	
Grading and masonry,	\$82,787 67
Bridging,	7,199 19
Superstructure, including rails,	25,237 41
Lands, land damages and fences,	4,662 77
Engineering and other expenses incident to construction,	16,751 44
TOTAL-ADDITIONS TO PROPERTY ACCOUNTS,	\$186,638 48

CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	\$50,000 00
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,	
Number of shares issued and outstanding,	5,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	\$35,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds,	Per Cent. 5	July 1, 1917,	\$50,000 00	\$1,250 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 5.270	Miles. 5.270
Length of side track, etc., . . . . .	.600	.600
TOTAL LENGTH OF TRACK OWNED,	5.870	5.870

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHESTER & BECKET RAILROAD COMPANY,

(CARE BOSTON & ALBANY RAILROAD COMPANY), BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Charles E. Stevens, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Charles E. Stevens, Hingham, Mass. Zenas Crane, Dalton, Mass. Nathan A. Harwood, Chester, Mass. William A. Harder, Jr., Hudson, N. Y. Smith Thompson, Hudson, N. Y. Frederick J. Collier, Hudson, N. Y.

1899.]

CHESTER & BECKET.

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We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
SAMUEL HOAR,
CHARLES E. STEVENS,

Directors.

C. E. STEVENS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 6, 1898. Then personally appeared the above-named J. A. Rumrill, Samuel Hoar and Charles E. Stevens, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,

Justice of the Peace.

RETURN
OF THE
CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$351,600 00
GROSS INCOME,		\$351,600 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$2,000 00	
Interest on funded debt,	91,600 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		93,600 00
NET DIVISIBLE INCOME,		\$258,000 00
Dividends declared (10 per cent),		\$258,000 00
Amount of deficit June 30, 1897,		\$292,689 29
TOTAL DEFICIT JUNE 30, 1898,		\$292,689 29
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		Dr.
Cost of road,		\$3,283,314 63
Cost of equipment,		455,977 66
Lands in Chicopee and Brightwood,		89,175 00
Stock of Vermont Valley Railroad Company of 1871,	\$579,220 00	
Stock of Hampden Park,	23,268 00	
		602,488 00
TOTAL PERMANENT INVESTMENTS,		\$4,880,955 29
Cash,	\$27,727 76	
Due from solvent companies and individuals,	480,162 86	
TOTAL CASH AND CURRENT ASSETS,		507,890 62
Profit and Loss balance (deficit),		292,689 29
TOTAL,		\$5,181,535 20
LIABILITIES.		Cr.
Capital stock,		\$2,580,000 00
Funded debt,		2,390,000 00

Current liabilities:		
Dividends not called for,	\$480 00	
Matured interest coupons unpaid (including coupons due July 1),	26,917 00	
Miscellaneous current liabilities: Boston & Maine Railroad,	270,474 10	
TOTAL CURRENT LIABILITIES,		\$297,821 10
Accrued liabilities: interest accrued and not yet due,		18,333 34
Sinking and other special funds: fund for corporation expenses,		880 76
TOTAL,		\$5,181,535 20
PROPERTY ACCOUNTS.		
Additions to construction account: expenditures reported by the Boston & Maine Railroad, lessee,		\$294,476 10
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$294,476 10
CAPITAL STOCK.		
Capital stock authorized by law,	\$2,670,000 00	
Capital stock authorized by votes of company,	2,580,000 00	
Capital stock issued and outstanding,		\$2,580,000 00
Number of shares issued and outstanding,	25,800	
Number of stockholders,	888	
Number of stockholders in Massachusetts,	680	
Amount of stock held in Massachusetts,	\$1,588,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
"Scrip bonds,"	4	Jan. 1, 1903,	\$1,290,000 00	\$51,348 00
Gold bonds,	4	Sept. 1, 1948,	1,000,000 00	40,000 00
TOTALS,			\$2,290,000 00	\$91,348 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	74.000	50.080
Length of branch line,	5.850	5.850
TOTAL LENGTH OF LINE OWNED,	79.850	55.930
Length of second track,	86.000	86.000
Length of third track, . . . . .	.800	.800
Length of side track, etc.,	60.870	58.680
TOTAL LENGTH OF TRACK OWNED,	177.520	145.410

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, *President*, Holyoke, Mass. William G. McIntyre, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Mulligan, Springfield, Mass. (died Feb. 22, 1898). Oscar Edwards, Northampton, Mass. William Whiting, Holyoke, Mass. James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H. George H. Ball, Boston, Mass. Edmund P. Kendrick, Springfield, Mass. John A. Hall, Springfield, Mass. Joseph W. Stevens, Greenfield, Mass. Seth M. Richards, Newport, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM WHITING,
EDMUND P. KENDRICK,
OSCAR EDWARDS,
JOSEPH W. STEVENS,
JAMES H. WILLIAMS,
Directors.
WM. G. MCINTYRE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SEPT. 15, 1898. Then personally appeared the above-named William Whiting, Edmund P. Kendrick, Oscar Edwards and Joseph W. Stevens, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM G. MCINTYRE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SEPT. 15, 1898. Then personally appeared the above-named William G. McIntyre, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, STUART M. ROBSON,
Justice of the Peace.

STATE OF VERMONT.

WINDHAM, ss. SEPT. 16, 1898. Then personally appeared the above-named James H. Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, ZINA H. ALLBEE,
Justice of the Peace.

RETURN
OF THE
DANVERS RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, its business being so intimately connected that separate accounts have not been kept.]

GENERAL BALANCE SHEET JUNE 30, 1898.				
ASSETS.			Dr.	
Cost of road,				\$239,678 15
TOTAL,				\$239,678 15
LIABILITIES.			Cr.	
Capital stock,				\$67,500 00
Funded debt,				125,000 00
Current liabilities: due Boston & Maine Railroad,				25,000 00
Profit and Loss balance (surplus),				22,178 15
TOTAL,				\$239,678 15
CAPITAL STOCK.				
Capital stock authorized by law,	\$100,000	00		
Capital stock authorized by votes of company,	100,000	00		
Capital stock issued and outstanding,				\$58,300 00
Amount paid in on shares not yet issued,				9,200 00
TOTAL CAPITAL STOCK LIABILITY,				\$67,500 00
Number of shares issued and outstanding,		583		
Number of stockholders,		48		
Number of stockholders in Massachusetts,		45		
Amount of stock held in Massachusetts,	\$32,600	00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon bonds,	Per Cent. 6	March 1, 1875,	\$125,000 00	-

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 9.200	Miles. 9.200
Length of side track, etc.,	1.840	1.840
TOTAL LENGTH OF TRACK OWNED,	11.100	11.100

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. Sigourney Butler, *Clerk of Corporation*, Boston, Mass. (died June 7, 1898). William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
JOS. S. RICKER,
HENRY R. REED,
SAMUEL C. LAWRENCE,
Directors.
A. BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 8, 1898. Then personally appeared the above-named Lucius Tuttle, Joseph S. Ricker, Henry R. Reed and Samuel C. Lawrence, directors, and Amos Blanchard, treasurer of the Danvers Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN OF THE FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,859,470 06
Operating expenses,	5,083,571 31
NET EARNINGS FROM OPERATION,	\$2,275,898 75
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,027,087 77
Interest and discount on unfunded debts and loans,	7,550 09
Taxes,	273,021 71
Rentals of leased roads:	
Vermont & Massachusetts Railroad,	\$244,580 00
Troy & Bennington Railroad,	15,400 00
	259,980 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,567,639 57
NET DIVISIBLE INCOME,	\$708,259 18
Dividends declared during the year:	
December, 1897, 2 per cent on 151,168 shares preferred,	\$302,336 00
June, 1898, 2 per cent on 151,343 shares preferred,	302,686 00
TOTAL DIVIDENDS DECLARED,	605,022 00
Surplus for the year ending June 30, 1898,	\$103,237 18
Amount of surplus June 30, 1897,	\$357,349 21
Debits to profit and loss account during the year: amount carried to improvement fund,	\$103,237 18
TOTAL SURPLUS JUNE 30, 1898,	\$357,349 21

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$2,047,026 52		
Deductions:			
Tickets redeemed, excess fares refunded and other repayments,		\$5,829 30	
NET REVENUE FROM PASSENGERS,			\$2,041,196 22
From mails,	\$74,035 05		
From express,	167,708 78		
From extra baggage and storage and other earnings, passenger service,	29,115 25		
			222,859 08
TOTAL EARNINGS, PASSENGER SERVICE,			\$2,324,065 30
Freight service:			
Gross receipts from freight,	\$4,363,680 76		
Deductions:			
Overcharge to shippers and other repayments,		\$151,619 48	
NET REVENUE FROM FREIGHT,			\$4,712,061 28
From elevators, wharves, etc.,	\$148,708 25		
Other earnings, freight service: miscellaneous,	96,653 94		
			247,362 29
TOTAL EARNINGS, FREIGHT SERVICE,			\$4,959,423 57
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$7,284,088 87
Other earnings from operation:			
Rentals from tracks, yards and terminals,	\$7,500 00		
Rentals from buildings and other property,	64,133 24		
From other sources: miscellaneous,	13,747 95		
TOTAL OTHER EARNINGS,			75,381 19
GROSS EARNINGS FROM OPERATION,			\$7,359,470 06

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$25,851 12
Salaries of clerks and attendants,	24,994 41
General office expenses and supplies,	10,284 15
Insurance,	24,620 82
Law expenses,	18,977 56
Stationery and printing (general offices),	3,579 69
Other general expenses,	14,894 65
TOTAL,	\$123,201 90
Maintenance of way and structures:	
Repairs of roadway,	\$436,957 44
Renewals of rails,	70,641 00
Renewals of ties,	146,730 97
Repairs and renewals of bridges and culverts,	39,122 79
Repairs and renewals of fences, road crossings, signs and cattle guards,	33,004 26
Repairs and renewals of buildings and fixtures,	178,779 99
Repairs and renewals of docks and wharves,	1,559 91
Repairs and renewals of telegraph,	4,204 66
Stationery and printing,	243 37
Other expenses of maintaining way and structures,	13,059 56
TOTAL,	\$924,303 95

Maintenance of equipment:	
Superintendence,	\$25,144 77
Repairs and renewals of locomotives,	416,625 99
Repairs and renewals of passenger cars,	116,845 83
Repairs and renewals of freight cars,	380,787 29
Repairs and renewals of work cars,	12,623 22
Repairs and renewals of shop machinery and tools,	23,921 57
Stationery and printing,	870 11
TOTAL,	\$976,818 78
Conducting transportation:	
Superintendence,	\$90,602 61
Engine and roundhouse men,	527,144 18
Fuel for locomotives,	646,468 28
Water supply for locomotives,	83,334 91
Oil, tallow and waste for locomotives,	18,210 25
Other supplies for locomotives,	9,992 31
Train service,	375,365 33
Train supplies and expenses,	45,860 33
Switchmen, flagmen and watchmen,	231,813 95
Telegraph expenses,	57,187 80
Station service,	383,800 87
Station supplies,	36,657 95
Car mileage—balance,	255,968 05
Loss and damage,	24,299 32
Injuries to persons,	116,166 12
Clearing wrecks,	6,831 28
Advertising,	13,690 45
Outside agencies,	19,710 42
Expense of fast freight lines and traffic associations,	46,572 59
Stock yards, wharves and elevators,	4,461 23
Rentals for tracks, yards and terminals,	79,398 59
Rentals of buildings and other property,	6,658 00
Stationery and printing,	27,459 70
Other expenses of conducting transportation,	1,591 71
TOTAL,	\$3,059,246 68
Recapitulation:	
General expenses,	\$123,201 90
Maintenance of way and structures,	924,303 95
Maintenance of equipment,	976,818 78
Conducting transportation,	3,059,246 68
TOTAL OPERATING EXPENSES,	\$5,083,571 31
Percentage of operating expenses to gross earnings,	69.08

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.	DR.
Cost of road,	\$39,674,031 95
Cost of equipment,	4,129,786 00
Other permanent property: Vermont & Massachusetts Rail- road improvements,	1,756,737 88
TOTAL PERMANENT INVESTMENTS,	\$45,560,555 83

Cash,	\$671,473 62	
Bills receivable,	145,482 95	
Due from agents,	340,460 54	
Traffic balances due from other companies,	432,944 49	
Due from solvent companies and individuals,	8,060 80	
Special funds for redemption of matured bonds,	472,000 00	
TOTAL CASH AND CURRENT ASSETS,		\$2,065,422 40
Materials and supplies,	\$756,786 24	
Other assets and property:		
Fitchburg Railroad preferred stock, T. & B. issue,	\$1,150,710 55	
Fitchburg Railroad preferred stock,	886,415 25	
Fitchburg Railroad common stock,	297,573 52	
Other stock and bonds,	4,000 00	
	<u>2,338,699 32</u>	
TOTAL MISCELLANEOUS ASSETS,		3,095,485 56
TOTAL,		\$50,721,463 29
LIABILITIES.		
	CR.	
Capital stock, common,	\$7,000,000 00	
Capital stock, preferred,	17,860,000 00	
TOTAL CAPITAL STOCK,		\$24,860,000 00
Funded debt,		22,918,000 00
Bonds matured, not paid,		472,000 00
Real estate mortgages,		400,000 00
Current liabilities:		
Audited vouchers and accounts,	\$252,042 84	
Salaries and wages,	104,881 17	
Traffic balances due to other companies,	337,110 96	
Dividends not called for,	307,086 00	
Matured interest coupons unpaid (including coupons due July 1),	72,135 00	
Miscellaneous current liabilities: due other companies and individuals,	479,086 20	
TOTAL CURRENT LIABILITIES,		1,551,792 17
Accrued liabilities:		
Taxes accrued and not yet due,	\$264,479 43	
Rentals accrued and not yet due,	181,310 30	
Miscellaneous accrued liabilities,	63,295 00	
TOTAL ACCRUED LIABILITIES,		509,084 73
Sinking and other special funds:		
Accident and insurance fund,	\$50,000 00	
Improvement fund,	103,237 18	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		153,237 18
Profit and Loss balance (surplus),		357,349 21
TOTAL,		\$50,721,463 29

PROPERTY ACCOUNTS.		
Additions to construction account:		
Lands, land damages and fences, . . .	\$7,746 25	
Cheshire Railroad consolidation, . . .	1,150 00	
Elimination of grade crossings, . . .	73,082 90	
Milford Branch improvements, . . .	4,008 53	
Hoosac Tunnel Dock extension, . . .	25,687 51	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . .		\$111,670 19
Deduction from property accounts (property sold or reduced in valuation and credited to property accounts):		
Net premium on bonds, . . .	\$74,160 42	
Real estate sold, . . .	16,881 70	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		91,042 12
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		*\$20,628 07
CAPITAL STOCK.		
Capital stock authorized by law, common and preferred:		
\$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminals at Boston.		
Capital stock authorized by votes of company,		
common, . . .	\$7,000,000 00	
Capital stock authorized by votes of company,		
preferred, . . .	17,860,000 00	
Total capital stock authorized by vote, . . .	\$24,860,000 00	
Capital stock issued and outstanding, common, . . .		\$7,000,000 00
Capital stock issued and outstanding, preferred, . . .		17,860,000 00
Total capital stock outstanding, . . .		\$24,860,000 00
Number of shares issued and outstanding, common, . . .	70,000	
Number of shares issued and outstanding, preferred, . . .	173,600	
Total number of shares outstanding, . . .	243,600	
Number of stockholders, common, . . .	85	
Number of stockholders, preferred, . . .	5,835	
Total number of stockholders, . . .	5,920	
Number of stockholders in Massachusetts, common, . . .	49	
Number of stockholders in Massachusetts, preferred, . . .	4,765	
Total stockholders in Massachusetts, . . .	4,814	
Amount of stock held in Massachusetts, common, . . .	\$6,773,000 00	
Amount of stock held in Massachusetts, preferred, . . .	14,838,000 00	
Total stock held in Massachusetts, . . .		\$21,611,000 00

* Vermont & Massachusetts Railroad improvements not included.

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
Constitution wharf,	Per Cent. 4	April 20, 1907,	\$400,000 00	\$16,000 00
Hoosac Tunnel dock and elevator, .	-	-	-	14,777 77
TOTALS, . . . . .	. . . . .	. . . . .	\$400,000 00	\$30,777 77

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Fitchburg Railroad Co. plain bonds, .	Per Cent. 5	Oct. 1, 1899,	\$500,000 00	\$24,325 00
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1900,	500,000 00	24,975 00
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1901,	500,000 00	24,825 00
Fitchburg Railroad Co. plain bonds, .	5	April 1, 1902,	500,000 00	25,000 00
Fitchburg Railroad Co. plain bonds, .	5	April 1, 1903,	500,000 00	24,725 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1904,	500,000 00	20,160 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1905,	500,000 00	20,100 00
Fitchburg Railroad Co. plain bonds, .	4	Feb. 1, 1937,	5,000,000 00	200,000 00
Fitchburg Railroad Co. plain bonds, .	4	April 1, 1907,	1,500,000 00	59,540 00
Fitchburg Railroad Co. plain bonds, .	5	May 1, 1908,	2,000,000 00	100,325 00
Fitchburg Railroad Co. plain bonds, .	5	March 1, 1899,	780,000 00	37,550 00
Fitchburg Railroad Co. plain bonds, .	5	June 1, 1900,	500,000 00	25,300 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1920,	500,000 00	19,880 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1903,	54,000 00	2,160 00
Fitchburg Railroad Co. plain bonds, .	5	Sept. 1, 1903,	378,000 00	18,900 00
Fitchburg Railroad Co. plain bonds, .	5	Nov. 1, 1903,	1,000,000 00	50,450 00
Fitchburg Railroad Co. plain bonds, .	5	Dec. 1, 1903,	500,000 00	24,975 00
Fitchburg Railroad Co. plain bonds, .	4½	May 1, 1914,	500,000 00	22,635 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1915,	1,250,000 00	54,380 00
Fitchburg Railroad Co. plain bonds, .	4	July 1, 1916,	500,000 00	20,160 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1927,	2,750,000 00	108,460 00
Fitchburg Railroad Co. plain bonds, .	4	Jan. 1, 1928,	1,450,000 00	-
Fitchburg Railroad Co. plain bonds, .	6	Oct. 1, 1897,	4,000 00	310 00
Fitchburg Railroad Co. plain bonds, .	4½	Sept. 1, 1897,	-	1,237 80
Cheshire Railroad Co. bonds,† . . .	6	July 1, 1898,	468,000 00	33,180 00
T. & E. Railroad first mortgage, . .	7	July 1, 1924,	577,000 00	40,890 00
Brookline & Pepperell R.R. bonds, .	5	Dec. 1, 1911,	100,000 00	5,350 00
TOTALS, . . . . .	. . . . .	. . . . .	\$23,390,000 00	\$989,792 80

SINKING AND OTHER SPECIAL FUNDS.

<i>Injury Fund.</i>			
Amount of injury fund June 30, 1897,			\$50,000 00
TOTAL INJURY FUND JUNE 30, 1898,			\$50,000 00
<i>Improvement Fund.</i>			
Amount of improvement fund June 30, 1897,			\$49,753 80
Additions during the year,			103,237 18
TOTAL, INCLUDING ADDITIONS,			\$152,990 98
Deductions during the year: expended for new freight cars, .			49,753 80
TOTAL IMPROVEMENT FUND JUNE 30, 1898,			\$103,237 18

* This note for \$500,000 paid February 8, 1898. Interest not carried into interest account after January 1, 1898, as new 4 per cent bonds issued to retire this note carried interest from that date.

† Interest on this issue not carried into interest account after January 1, 1898, as new 4s issued January 1, 1898, to retire them, carried interest from that date.

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	6,879,314
Number of passengers carried one mile,	111,806,027
Number of passengers carried one mile per mile of road operated,	244,283
Average length of journey per passenger,	16.250 miles.
Average amount received from each passenger,	29.680 cents.
Average amount received per passenger per mile carried,	1.830 "
Passenger earnings (gross) per mile of road operated,	\$5,078 13
Passenger earnings (gross) per passenger-train mile run,	97.700 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue,	4,885,660
Number of tons of freight hauled one mile,	571,787,575
Number of tons of freight hauled one mile per mile of road operated,	1,248,935
Average length of haul per ton,	117.020 miles.
Average amount received for each ton of freight,	96.450 cents.
Average amount received per ton per mile hauled, . . . .	.820 "
Freight earnings (gross) per mile of road operated,	\$10,833 64
Freight earnings (gross) per freight-train mile run,	1,693 00
Operating expenses:	
Operating expenses per mile of road operated,	11,104 83
Operating expenses per revenue-train mile run,	95.700 cents.
Train mileage:	
Miles run by passenger trains,	2,380,377
Miles run by freight trains,	2,929,788
Total mileage of trains earning revenue,	5,310,165
Miles run by switching trains,	687,544
Miles run by construction and other trains,	154,695
Total train mileage,	6,152,404
Fares and freights:	
Average rate of fare per mile on local tickets,	1.840 cents.
Average rate of fare per mile on commutation tickets,	1.250 "
Average rate of fare per mile on mileage tickets,	2.000 "
Average rate of fare per mile on season tickets, . . . .	.650 "
Average rate of fare per mile on joint tickets,	2.220 "
Average rate of freight per ton mile on local way-bill,	2.400 "
Average rate of freight per ton mile on joint way-bill, . . . .	.680 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	1,977,518
Number of passengers (including season-ticket) from Boston,	2,045,317
Season-ticket passengers to and from Boston,	228,366
Employees:	
Average number of persons employed,	4,507

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 249.250	Miles. 104.810
Length of branch line,	144.690	84.900
TOTAL LENGTH OF LINE OWNED,	393.940	189.710
Length of second track,	108.220	101.230
Length of third track,	1.660	1.660
Length of side track, etc.,	251.260	163.000
TOTAL LENGTH OF TRACK OWNED,	755.080	455.650

DESCRIPTION OF RAILROAD, ETC. — Concluded.

RAILROAD OPERATED.	Total.	In Massachusetts.
Length of main line,	Miles. 306.250	Miles. 160.610
Length of branch line,	152.530	87.700
TOTAL LENGTH OF LINE OPERATED,	457.780	248.510
Length of second track,	164.330	157.230
Length of third track,	1.660	1.660
Length of side track, etc.,	291.320	202.040
TOTAL LENGTH OF TRACK OPERATED,	914.960	609.490

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.					Lbs.	Lbs.
Passenger,	66	4	70	70	125,450	82,145
Freight,	105	-	105	105	140,600	112,382
Switching, etc.,	34	-	34	33	108,750	80,000
TOTAL,	205	4	209	208	-	-

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.*
CARS — PASSENGER SERVICE.						
Passenger cars,	157	13	170	169	166	-
Combination cars,	35	-	35	35	35	-
Baggage, express and mail cars,	49	3	52	52	52	-
TOTAL,	241	16	257	256	255	-
CARS — FREIGHT SERVICE.						
Box cars,	3,439	-	3,439	2,475	2,846	-
Flat cars,	548	-	548	170	390	-
Stock cars,	112	-	112	66	64	-
Coal cars,	802	-	802	479	766	-
Tank cars,	4	-	4	4	4	-
Refrigerator cars,	91	-	91	91	91	-
TOTAL,	4,996	-	4,996	3,285	4,161	-
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	2	-	2	2	2	-
Gravel cars,	116	-	116	-	-	-
Derrick cars,	11	-	11	8	7	-
Caboose cars,	94	-	94	6	92	-
Other cars in company's service,	61	-	61	37	36	-
TOTAL,	284	-	284	53	137	-

* See table of Automatic Couplers on page 107.

AUTOMATIC COUPLERS.

	Miller.	Gould.	Standard.	Janney.	Trojan.	Diamond.	Dowling.	National.	Total.
CARS — PASSENGER SERVICE.									
Passenger cars,	25	142	-	1	-	-	-	-	168
Combination cars,	1	38	-	-	-	-	-	1	35
Baggage, mail and express cars,	-	52	-	-	-	-	-	-	52
TOTAL,	26	237	-	1	-	-	-	1	255
CARS — FREIGHT SERVICE.									
Box cars,	-	2,831	2	-	13	-	-	-	2,846
Flat cars,	-	390	-	-	-	-	-	-	390
Stock cars,	-	64	-	-	-	-	-	-	64
Coal cars,	-	660	5	1	100	-	-	-	766
Tank cars,	-	4	-	-	-	-	-	-	4
Refrigerator cars,	-	85	1	2	-	-	3	-	91
TOTAL,	-	4,034	8	3	113	-	3	-	4,161
CARS — COMPANY'S SERVICE.									
Officers' and pay cars,	-	2	-	-	-	-	-	-	2
Gravel cars,	-	-	-	-	-	-	-	-	-
Derrick cars,	-	7	-	-	-	-	-	-	7
Caboose cars,	-	76	-	-	-	16	-	-	92
Other cars,	4	28	-	1	3	-	-	-	36
TOTAL,	4	113	-	1	3	16	-	-	137

Number of 8-wheel cars in passenger service with brakes for all wheels,	250
Number of 12-wheel cars in passenger service with brakes for all wheels,	6

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	228
Number of highway grade crossings protected by gates,	69
Number of highway grade crossings protected by flagmen,	40
Number of highway grade crossings protected by electric signals only,	8
Number of highway grade crossings unprotected,	111
Number of highway grade crossings finally abolished during the year,	6
Number of highway grade crossings now in process of abolition,	1
Number of highway grade crossings for abolition of which petition is pending,	5
Number of highway bridges 18 feet (or more) above track,	34
Number of highway bridges less than 18 feet above track,	23
Height of lowest highway bridge above track,	14 ft. 7½ in.

RAILROAD CROSSINGS IN MASSACHUSETTS—Concluded.

<p align="center"><i>Crossings with Other Railroads.</i></p> <p>Crossings of company's railroad with other railroads at grade (8 in number), viz.:</p> <p>Boston & Maine, Boston. Boston & Albany (Grand Junction), Somerville. New York, New Haven & Hartford (Framingham & Lowell), Concord. New York, New Haven & Hartford, Fitchburg. Boston & Maine (Worcester & Nashua), Ayer. Boston & Albany (Ware River), Winchendon. Boston & Albany (Ware River). Baldwinville. Boston & Maine (Worcester & Nashua), Worcester.</p> <p>Number of above crossings at which interlocking signals are established,</p>		6
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NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
9, Concord, . .	Trestle.	Trestle.	166 feet over all, 2 tracks.	Fitchburg R.R.
9½, Concord, . .	- -	One-half through plate girder.	1 span, 46 feet, 2 tracks.	Edgemoor Bridge Works.
4½, Gardner, . .	- -	One-half through plate girder.	1 span, 35.6 feet, 2 tracks.	Edgemoor Bridge Works.
94, North Adams, .	Deck Pratt truss.	Deck plate girders.	4 spans, 75 feet, 2 tracks.	Pencoyd Bridge Works.
16½A, Ayer, . .	- -	One-half through plate girder.	1 span, 29.5 feet, 1 track.	Edgemoor Bridge Works.
16½A, Ayer, . .	- -	One-half through plate girder.	1 span, 52.2 feet, 1 track.	Edgemoor Bridge Works.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
26, Fitchburg, . .	Wooden house truss.	New ties and necessary floor beams and stringers renewed.
27, Fitchburg, . .	Wooden house truss.	New ties and necessary floor beams and stringers renewed.
63, Erving, . .	Deck plate girder.	Web strengthened by additional stiffeners.
78, Shelburne Falls, .	One-half through plate girder.	Web strengthened by additional stiffeners.
80, Shelburne Falls, .	One-half through plate girder.	Web strengthened by additional stiffeners and additional top and bottom plates on south girder.
4A, Waltham, . .	Trestle.	Piles reinforced.
5A, Waltham, . .	Trestle.	Piles reinforced.
17A, Ayer, . .	Trestle.	Piles reinforced.

Total length of pile and trestle bridging (in feet), 4,212

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	43	3	1	3	44	3	47
Employees, .	-	25	5	39	5	64	6	80
Other persons,	-	12	17	16	17	28	25	33
TOTALS, .	-	80	25	56	25	136	34	160

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 3, 1897. — Ashburnham: D. Wheeler of Bellows Falls, Vt., trespasser, walking on track, struck and killed by freight train.

July 3. — Boston, near drawbridge and tower A: twenty-three passengers injured; slight bruises and shock, on account of two cars derailed.

July 16. — Orange: A. Dwight Foskett found dead on track; evidently run over by night train.

July 22. — Winchendon: Andres Holberg, walking on track, struck by west-bound passenger train; killed instantly.

July 24. — Boston: W. H. Robinson, freight yard conductor, coupling freight cars; back and chest injured by being caught between cars.

July 26. — Roberts: James Crowley, walking on track, struck by locomotive; skull fractured, arm and ribs broken.

July 28. — Greenfield: E. A. Barber, freight yard conductor, coupling freight cars; two fingers crushed between draw-bars.

July 29. — Zoar: Engine No. 114 ran into landslide; R. H. Cutting, engineer, and George Gow, conductor, injured by jumping.

August 18. — East Watertown: Thomas Ward, walking on track, struck by train No. 134 and instantly killed.

August 19. — Union Square: Thomas Lawler, while climbing over freight train between the cars, train started and his foot was crushed between draw-bars so badly that amputation was necessary.

August 21. — Fitchburg: E. P. Leury, freight brakeman, coupling freight cars; thumb on right hand crushed between dead-woods.

September 1. — Athol: C. O. Manee, passenger, jumped off passenger car platform while train was in rapid motion; died from injuries.

September 3. — East Watertown: unknown man, walking on track, struck by passenger train; died from his injuries.

September 3. — Ayer: E. H. Warner, freight brakeman, coupling freight cars; finger crushed between draw-bars.

September 10. — Union Square: Charles Gammon, fireman, cut about face; engine of passenger train No. 108 struck head end of switching engine.

September 10. — Union Market: F. L. Carrier, freight brakeman, uncoupling freight cars; right arm and leg squeezed between draw-bars.

September 18. — Union Square: F. S. Thompson, freight conductor, coupling freight cars; left arm badly crushed between dead-woods.

October 2.—Charlestown: John Richards, trespasser, found crushed between the draw-bars of freight cars; died from injuries.

October 11.—Union Square: Charles Corson, walking on track, struck by engine of express passenger train; left leg broken and skull fractured.

October 14.—Greylock: unknown man, walking on track, struck by locomotive of freight train; killed instantly.

October 15.—Erving: E. L. Gerst, freight brakeman, while in saloon car was thrown against stove by emergency application of air brake; rib broken.

October 15.—Union Square: J. Wells, freight brakeman, standing on top of freight car, was thrown to ground by sudden jerk of slack of train running out; ankle sprained

October 18.—Waltham: Timothy Galvin, track laborer, struck by steps of passenger train; shoulder dislocated.

October 24.—Hastings: Edward Riley, while running across track was struck by pilot of engine; head and back bruised.

October 26.—Silver Hill: John Sloan, freight brakeman, riding on top of train, was struck by overhead bridge; died from injuries.

October 28.—Watertown: Patrick Loftus, walking on track, struck by engine of train No. 121; killed instantly.

October 28.—Ayer: Timothy Sullivan, walking on track, struck by train No. 20, near Main Street crossing; apparently no serious injuries.

October 29.—Fitchburg: J. Campbell, freight brakeman, coupling freight cars; finger crushed so badly between dead-woods as to require amputation.

October 30.—Union Square: Mary Butler, struck by engine of freight train on or near Medford Street crossing, gates were down; face scratched, but injuries apparently slight.

November 5.—West Cambridge: J. Gilmartin, freight brakeman, coupling freight cars; end of finger on left hand crushed off between draw-bars.

November 10.—Fitchburg: William Dion, freight conductor, coupling freight cars to engine; first finger on left hand badly bruised by being caught between draw-bars.

November 11.—Worcester: J. Tebo, freight brakeman, coupling freight cars; wrist bones fractured by being caught between draw-bars.

November 11.—Greenfield: P. Welcome, freight brakeman, coupling freight cars; two fingers crushed between draw-bars.

November 12.—Maynard: D. Leary, freight brakeman, coupling freight cars; finger and thumb jammed by being caught between draw-bars.

November 19.—Greenfield: Charles Galvin, nine years old, found on track; his brothers said he tried to jump on moving freight train and fell, wheels running over his foot; head slightly injured and two toes crushed.

November 26.—Silver Hill: body of unknown man, cut in two parts, found on track by conductor of construction train; no information as to details of accident.

December 1.—Fitchburg: Moses Bean, coal dealer, driving a load of coal over the gas house crossing (not a public highway), engine struck the team; horse killed; Mr. Bean's right arm was broken and head bruised.

December 3.—Union Square: M. G. Greene, freight brakeman, coupling freight cars; right hand caught between draw-bars; two fingers broken and thumb required amputation.

December 11.—Union Square: J. F. O'Neill, freight brakeman, coupling freight cars; hand bruised by being caught between draw-bars.

December 12.—Waltham: passenger train No. 85 stopped east of depot be-

cause an east-bound Watertown branch train was receiving and delivering passengers; when that train started, No. 85 started, and just at that moment John Moran, passenger, either jumped or fell under car wheels: died from injuries.

December 13. — Fitchburg: F. A. Stevenson, fireman, fell from moving engine; it is supposed he was standing in gangway of engine and was struck by side of through bridge; head and face cut.

December 14. — Concord Junction: H. L. Young, freight brakeman, attempting to board his train while it was in motion, fell onto rails; left side badly bruised; no bones broken.

December 15. — West Fitchburg: W. Dufraine, freight brakeman, coupling freight cars; one finger broken by being caught between draw-bars.

December 17. — West Fitchburg: G. H. Gibson, freight brakeman, coupling freight cars; end of one finger lost by hand being caught between draw-bars.

December 21. — Gardner: H. P. Reed, freight brakeman, coupling freight engine to freight car, caught between draw-bars; side badly bruised; no bones broken.

December 23. — Boston: E. Howland, baggage master, after uncoupling engine from his train stepped onto other track and was struck by train backing in on that track; face cut, and somewhat bruised otherwise.

December 24. — Cambridge: Axel Robins, jumping from moving passenger train, fell onto track and was run over; killed instantly.

December 30. — Charlemont: H. C. Simser, freight brakeman, found unconscious on floor of saloon car; train broke into two parts, and he was evidently thrown down as he was starting out with flag; badly cut about face and head, and leg bruised.

December 31. — Boston: O. Callan, freight brakeman, climbing on top of box car, top step broke and he fell onto corner of locomotive tank; back injured.

Jan. 1, 1898. — Fresh Pond: Gilbert Otis, running across track at Fresh Pond station, struck by engine; injuries apparently slight.

January 2. — Holden: T. Cadarette, freight brakeman, riding on top of freight car, struck by overhead bridge and thrown to the ground; right arm run over by car wheels; amputation necessary.

January 3. — Waltham: unknown man, walking on track, struck by engine of express train; killed instantly.

January 4. — Fitchburg: Henry Warner, found on track with both legs and one arm cut off and head injured; died in a few moments; evidently run over by freight train.

January 5. — Erving: H. E. Johnson, section man, riding on snow plough, lever flew up and struck him in the face; face badly bruised.

January 6. — Boston: John Hefferen, freight brakeman, climbing up ladder; top round of ladder pulling out, he fell to the ground; right hip injured.

January 10. — Fitchburg: J. J. Bean, freight brakeman, coupling freight cars; right arm bruised by being caught between draw-bars.

January 12. — Lincoln: E. J. Dwyer, freight brakeman, found on top of his freight train badly bruised and shaken up; train had broken apart and run together.

January 24. — Hoosac Tunnel: F. B. Elmore, freight brakeman, coupling freight cars, caught between draw-bars and badly crushed; died from injuries.

January 24. — Concord Junction: A. Hobbs, freight conductor, E. J. Gour, brakeman: collision of broken parts of freight No. 240; both thrown from top of freight car to ground, receiving general bruises.

January 24. — West Cambridge: J. A. Whittemore, freight brakeman, thrown from freight train by derailment of three cars; switch thrown wrong by crossing tender; hip injured.

January 29. — Pepperell: C. Porter, freight brakeman, coupling freight cars; right hand crushed between draw-bars.

January 30. — Greenfield: J. H. Waters, freight brakeman, fell off freight train and was run over; killed instantly.

January 31. — Shelburne Falls: train No. 3 ran into snow plough; John Morrissey, D. Hart and John Lapeau, on the plough, were injured, but not seriously.

February 2. — Ashburnham: William Sweeny, section man, riding on snow plough, struck on head by lever of plough; skull fractured.

February 2. — Boston: Patrick Brennan, section man, struck by freight car while shovelling snow; back injured.

February 4. — Cambridge: engine of passenger train No. 54 ran into rear coach of passenger train No. 116; twenty passengers injured, slight bruises and shock.

February 6. — Stony Brook: John Quinn, walking on track, struck by freight train; killed instantly.

February 7. — Boston: John Douglass, freight brakeman, coupling freight cars; body squeezed between cars.

February 8. — Williamstown: A. L. Dix, fireman, putting numbers on head-light of engine, fell off and went under passing coal train; arm cut off and head badly cut.

February 12. — Fitchburg: C. B. Smith, yard brakeman, caught between two flat cars loaded with projecting steel rails; died from injuries.

February 12. — Williamstown: B. R. Palmer, assistant yard master, coupling freight cars; one finger jammed by being caught between draw-bars.

February 18. — Winchendon: Moses Green, walking up track ahead of engine, struck by engine as he was near the highway crossing; head bruised.

March 4. — Fitchburg: J. Chabott, freight brakeman, getting off freight car and the handle came off; he fell to the ground, injuring hip and elbow.

March 10. — West Cambridge: a man supposed to be William Veno found lying beside track badly bruised and injured; evidently had fallen from a train.

March 10. — Waltham: D. S. Lovell, freight brakeman, riding on top of freight car, was struck by overhead bridge; face cut and back injured.

March 10. — Fitchburg: E. O. Tracey, freight brakeman, thrown from top of freight car to ground by sudden starting of train; bone in shoulder fractured.

March 11. — Waltham: Charles F. May, freight conductor, climbing down ladder, hand-hold pulled out and he fell to ground; badly shaken up and back and legs injured.

March 13. — Fitchburg: Mrs. Martha A. Pitts, walking over Putnam Street crossing, struck by engine of special express passenger train; killed instantly.

March 19. — Watertown: James McCaffrey, passenger, jumped off passenger train No. 125 before it reached station; right hand injured.

March 25. — Waltham: L. A. Halloran, freight brakeman, coupling freight cars; both bones in left arm broken by being caught between dead-woods.

March 26. — Fitchburg: Joseph Saborin, trespasser, trying to catch on a moving freight train in freight yard, fell and wheels ran over his feet; both feet amputated.

March 28. — Union Square: L. F. Boubelong ran across track at highway crossing ahead of engine, although gates were down and warning given by gateman; died from injuries.

March 28. — Boston: Hugh Campbell, employee of the city on water works, working in ditch on Austin Street crossing, struck by engine; gates were down and he was warned of danger; thigh injured.

April 1. — Fitchburg: James Brick, freight brakeman, fixing air-brake hose, was caught between two freight cars; hips injured.

April 2. — Williamstown: Charles Myers, freight brakeman, coupling freight cars; right wrist injured by being caught between draw-bars.

April 3. — Fitchburg: C. E. Bedford, freight brakeman, getting onto a moving freight car, was struck by switch; he fell to ground, receiving general bruises.

April 22. — Ayer: switch to ash-pit siding left open by E. T. Dowden, brakeman, and west-bound freight train ran in on siding and struck engine standing there. C. F. Allison, engineer, rib broken; J. Y. Bryant, engineer, ankle sprained; R. L. Holden, brakeman, hip and knee wrenched; E. P. Woodward, fireman, leg hurt.

May 1. — Boston: Ed. Miller, freight brakeman, coupling freight cars; finger jammed between draw-bars.

May 3. — Cambridge: Frank Fears, stealing a ride on freight train, jumped off; leg broken.

May 5. — Somerville: freight car struck electric car on Somerville Avenue crossing; eleven passengers in electric car injured, bruises and shock.

May 13. — East Deerfield: F. M. Morse, freight brakeman, thrown from a tank car to the ground by collision of two parts of a freight train; left leg broken.

May 14. — Ayer: plug in flue sheet of engine blew out, allowing steam to escape from boiler into fire box and into cab. F. L. Rowe, engineer, hip injured by jumping from engine; F. Peadlew, fireman, right arm burned slightly, and bruised by being knocked off engine.

June 2. — Belmont: E. J. Fulton, freight conductor, fell from moving train onto track; killed instantly by being run over by car wheels.

June 3. — Gardner: unknown man, with head crushed in, found unconscious, lying on track; died next day.

June 7. — Boston: John McMahon, brakeman, coupling freight cars, fell onto ground; back and foot badly injured.

June 8. — Watertown: Joseph E. Lerques, walking on track, was struck by freight train; bruised, but not seriously injured.

June 11. — Orange: Hiram Robbins, walking on track, was struck by freight car and knocked down, car wheels running over him; died next day.

June 20. — Maynard: Nicholas Wollenschelt, walking on track, struck by train; killed instantly.

June 22. — Fitchburg: Arthur Harris, local newsboy, jumped from moving passenger train; right leg run over by car wheels; amputation necessary.

June 28. — Worcester: W. H. Shumway, riding in freight car, in charge of household goods, while train was being made up he was thrown against side of car; rib fractured.

June 29. — Hastings: F. L. Rowe, fireman, while firing engine, side rod broke; four ribs broken.

June 29. — Concord: light engine ran into moving hand-car, carrying section men to work; all the section men jumped off; Martin Tobin fell and hand-car struck him, bruising back and head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edmund D. Codman, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Albert S. Cheever, *Clerk of Corporation*, Boston, Mass. George A. Torrey, *General Counsel*, Boston, Mass. Joseph W. Richards, *General Auditor*, Boston, Mass. Amos S. Crane, *General Traffic Manager*, Boston, Mass. James R. Watson, *General Passenger Agent*, Boston, Mass. Thomas A. Dugan, *Assistant General Freight Agent*, Boston, Mass. Charles L. Mayne, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edmund D. Codman, Boston, Mass. Robert Codman, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass. Joseph B. Leeson, Boston, Mass. Charles T. Plunkett, Adams, Mass. James Renfrew, Adams, Mass. W. Seward Webb, New York, N. Y. Francis Smith, Rockland, Me. Wm. H. Hollister, New York, N. Y. Wm. A. Russell, Lawrence, Mass. Joseph B. Russell, Belmont, Mass. Charles Lowell, Boston, Mass. Brigham N. Bullock, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDMUND D. CODMAN,
ROBERT CODMAN,
RODNEY WALLACE,
C. T. CROCKER,
JAS. RENFREW,
JOSEPH B. RUSSELL,
B. N. BULLOCK,
Directors.
DAN. A. GLEASON,
Treasurer.
C. L. MAYNE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. ADAMS, Sept. 14, 1898. Then personally appeared the above-named James Renfrew, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALBERT S. CHEEVER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 16, 1898. Then personally appeared the above-named Edmund D. Codman, Robert Codman, Joseph B. Russell, Daniel A. Gleason and C. L. Mayne, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT S. CHEEVER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. FITCHBURG, Sept. 16, 1898. Then personally appeared the above-named Rodney Wallace, C. T. Crocker and B. N. Bullock, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT S. CHEEVER,

Justice of the Peace.

RETURN OF THE GRAFTON & UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$46,526 92
Operating expenses,	34,011 23
NET EARNINGS FROM OPERATION,	\$12,515 69
Miscellaneous income, less expense of collecting: interest, .	105 48
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,621 17
Charges upon income accrued during the year:	
Interest on funded debt, \$10,900 00	
Taxes, 54 48	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . .	10,954 48
NET DIVISIBLE INCOME,	\$1,666 69
Dividends declared during the year: August 15, 1897, 4 per cent on \$250,000,	10,000 00
Deficit for the year ending June 30, 1898,	\$8,333 31
Amount of surplus June 30, 1897,	13,433 13
TOTAL SURPLUS JUNE 30, 1898,	\$5,099 82

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$26,528 98		
Deductions:			
Tickets redeemed,		\$51 63	
Other repayments,		5,500 00	
Total deductions,		\$5,551 63	
NET REVENUE FROM PASSENGERS,			\$20,977 35
From mails,	\$900 24		
From express,	3,266 07		
Other earnings, passenger service,	78 40		
			4,344 81
TOTAL EARNINGS, PASSENGER SERVICE, (carried forward),			\$25,322 16

EARNINGS FROM OPERATION — *Concluded.*

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i> . . . . .	. . . . .	. . . . .	\$25,322 16
Freight service:			
Gross receipts from freight,	\$88,227 32		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$211 79	
Other repayments, . . . . .	. . . . .	66,900 51	
Total deductions, . . . . .	. . . . .	\$67,112 30	
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	21,115 02
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$46,437 18
Other earnings from operation:			
Rentals from buildings and other property,	\$16 00		
From other sources,	78 74		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	94 74
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$46,532 92

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$3,999 96
General office expenses and supplies,	858 70
Insurance,	185 00
Law expenses,	18 83
Stationery and printing (general offices),	27 60
Other general expenses,	10 00
TOTAL,	\$4,600 09
Maintenance of way and structures:	
Repairs of roadway,	\$5,002 59
Renewals of ties,	1,687 12
Repairs and renewals of bridges and culverts,	216 32
Repairs and renewals of buildings and fixtures,	568 78
TOTAL,	\$7,474 81
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$5,997 13
Repairs and renewals of passenger cars,	1,195 20
Repairs and renewals of freight cars,	111 38
TOTAL,	\$5,808 71
Conducting transportation:	
Engine and roundhouse men,	\$2,779 98
Fuel for locomotives,	3,641 01
Water supply for locomotives,	866 35
Oil, tallow and waste for locomotives,	231 56
Other supplies for locomotives,	9 16
Train service,	3,529 25
Train supplies and expenses,	211 17
Switchmen, flagmen and watchmen,	550 51
Station service,	3,260 01
Station supplies,	235 43
Car mileage — balance,	163 31
Loss and damage,	54 52

Conducting transportation — <i>Concluded.</i>		
Rentals for tracks, yards and terminals,		\$1,225 00
Stationery and printing,		818 66
Other expenses of conducting transportation,		56 75
TOTAL,		\$16,632 62
Recapitulation :		
General expenses,		\$4,600 09
Maintenance of way and structures,		7,474 81
Maintenance of equipment,		5,808 71
Conducting transportation,		16,632 62
TOTAL OPERATING EXPENSES,		\$34,011 23
Percentage of operating expenses to gross earnings,		73.10
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$456,917 68
Cost of equipment,		61,082 32
TOTAL PERMANENT INVESTMENTS,		\$518,000 00
Cash,	\$4,892 38	
Due from solvent companies and individuals,	207 44	
TOTAL CASH AND CURRENT ASSETS,		5,099 82
TOTAL,		\$523,099 82
LIABILITIES.		CR.
Capital stock,		\$250,000 00
Funded debt,		268,000 00
Profit and Loss balance (surplus),		5,099 82
TOTAL,		\$523,099 82
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	29	
Number of stockholders in Massachusetts,	26	
Amount of stock held in Massachusetts,	\$216,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 4	Nov. 1, 1912,	\$250,000 00	\$10,000 00
Second mortgage bonds,	5	July 1, 1913,	18,000 00	900 00
TOTALS,			\$268,000 00	\$10,900 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	88,155
Number of passengers carried one mile,	573,007
Number of passengers carried one mile per mile of road operated,	84,727
Average length of journey per passenger,	6.500 miles.
Average amount received from each passenger,	23.795 cents.
Average amount received per passenger per mile carried,	3.661 "
Passenger earnings (gross) per mile of road operated,	\$1,607 81.212
Passenger earnings (gross) per passenger-train mile run,	65.920 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue,	88,287
Number of tons of freight hauled one mile,	229,722
Number of tons of freight hauled one mile per mile of road operated,	13,923
Average length of haul per ton,	6 000 miles.
Average amount received for each ton of freight,	55.149 cents.
Average amount received per ton per mile hauled,	9.191 "
Freight earnings (gross) per mile of road operated,	\$1,279 69.818
Freight earnings (gross) per freight-train mile run,	95.112 cents.
Operating expenses:	
Operating expenses per mile of road operated,	\$2,061 28.666
Operating expenses per revenue-train mile run,	79.988 cents.
Train mileage:	
Miles run by passenger trains,	20,320
Miles run by freight trains,	2,276
Miles run by mixed trains,	19,924
Total mileage of trains earning revenue,	42,520
Miles run by switching trains,	824
Total train mileage,	43,344
Fares and freights:	
Average rate of fare per mile on local tickets,	3.600 cents.
Average rate of fare per mile on commutation tickets,	2.900 "
Average rate of fare per mile on joint tickets,	3.200 "
Employees:	
Average number of persons employed,	24

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 16.500	Miles. 16.500
Length of side track, etc.,	3.000	3.000
TOTAL LENGTH OF TRACK OWNED,	19.500	19.500
RAILROAD OPERATED.		
Length of main line,	16.500	16.500
Length of side track, etc.,	3.000	3.000
TOTAL LENGTH OF TRACK OPERATED,	19.500	19.500

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.		Number Owned.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				Lbs.	Lbs.
Passenger and freight,		3	3	80,000	70,000

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars,	2	2	2	Miller.
Combination cars,	2	2	2	Miller.
Baggage, express and mail cars,	2	2	2	Miller.
TOTAL,	6	4	6	
CARS — FREIGHT SERVICE.				
Flat cars,	1	-	-	

Number of 8-wheel cars in passenger service with brakes for all wheels,		4
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RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	80
Number of highway grade crossings protected by flagmen,	8
Number of highway grade crossings unprotected,	27
Total length of pile and trestle bridging (in feet),	
50	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GRAFTON & UPTON RAILROAD COMPANY,
23 COURT STREET, ROOM 618, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Usher, *President and General Manager*, Grafton, Mass. Henry B. Sprague, *Vice-President*, Lynn, Mass. Albert G. Morse, *Treasurer and Clerk of Corporation*, Boston, Mass. Levi W. Moore, *Superintendent*.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Usher, Grafton, Mass. Henry B. Sprague, Lynn, Mass. Albert G. Morse, Boston, Mass. Frank W. Morse, Boston, Mass. Ezra H. Winchester, Portsmouth, N. H. George W. Knowlton, West Upton, Mass. William F. Draper, Hopedale, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD P. USHER,
ALBERT G. MORSE,
E. H. WINCHESTER,
HENRY B. SPRAGUE,

Directors.

ALBERT G. MORSE,

Treasurer.

LEVI W. MOORE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 10, 1898. Then personally appeared the above-named Edward P. Usher, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JOHN H. APPLETON,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 19, 1898. Then personally appeared the above-named A. G. Morse, E. H. Winchester, H. B. Sprague and L. W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD P. USHER,

Justice of the Peace.

RETURN

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$35,835 87
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$487 24
Interest on funded debt,	11,600 00
Interest and discount on unfunded debts and	
loans,	55 58
Taxes,	978 62
Other expenses and charges upon income:	
sinking fund payment,	8,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	21,121 44
NET DIVISIBLE INCOME,	\$14,214 43
Dividends declared (5 per cent),	18,000 00
SURPLUS FOR THE YEAR ENDING JUNE 30, 1898,	\$1,214 43
Amount of surplus June 30, 1897,	20,771 76
Credits to profit and loss accounts during the year: sinking	
fund account,	53,438 41
	\$75,424 60
Debits to profit and loss account during the year: reduction	
of construction account,	60,000 00
TOTAL SURPLUS JUNE 30, 1898,	\$15,424 60
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road,	\$462,368 89
Cash,	\$6,990 00
Traffic balances due from other companies,	6,165 71
TOTAL CASH AND CURRENT ASSETS,	18,155 71
TOTAL,	\$475,424 60

LIABILITIES.		Cr.	
Capital stock,			\$260,000 00
Funded debt,			200,000 00
Profit and loss balance (surplus),			15,424 60
TOTAL,			\$475,424 60
PROPERTY ACCOUNT.			
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): reduced construction account by paying \$60,000 of 6 per cent bonds due April 1, 1898,			\$60,000 00
CAPITAL STOCK.			
Capital stock authorized by law,	\$350,000 00		
Capital stock authorized by votes of company,	260,000 00		
Capital stock issued and outstanding,			\$260,000 00
Number of shares issued and outstanding,	2,600		
Number of stockholders,	14		
Number of stockholders in Massachusetts,	18		
Amount of stock held in Massachusetts,	\$240,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent 4	April 1, 1911,	\$200,000 00	\$8,000 00

SINKING FUND.

Amount June 30, 1897, of sinking fund,	\$48,788 77
Additions during the year to sinking fund,	9,699 64
TOTAL, INCLUDING ADDITIONS,	\$58,488 41
Deductions during the year from sinking fund,	\$58,488 41

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 10.320	Miles. 10.320
Length of side track, etc.,	14.040	14.040
TOTAL LENGTH OF TRACK OWNED,	24.360	24.360

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE AND WESTFIELD RAILROAD COMPANY,
HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. W. Chapin, *Vice-President*, Holyoke, Mass. E. L. Munn, *Treasurer*,
Holyoke, Mass. T. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward W. Chapin, Holyoke, Mass. Chas. B. Prescott, Holyoke, Mass.
J. Lewis Perkins, Holyoke, Mass. James A. Allen, Holyoke, Mass. John
K. McCarthy, Holyoke, Mass. Wm. Clark, Holyoke, Mass. John D. Walsh,
Holyoke, Mass. Edwin L. Munn, Holyoke, Mass. H. B. Spencer, Holyoke,
Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

EDWARD W. CHAPIN,
C. B. PRESCOTT,
J. LEWIS PERKINS,
JAMES A. ALLEN,
JOHN K. MCCARTHY,
WILLIAM CLARK,
EDWIN L. MUNN,
Directors.
E. L. MUNN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SEPT. 21, 1898. Then personally appeared the above-named
Edward W. Chapin, C. B. Prescott, J. Lewis Perkins, James A. Allen, John
K. McCarthy, William Clark and Edwin L. Munn, and severally made oath
that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

JOHN HILDRETH,
Justice of the Peace.

RETURN
OF THE
HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1898.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$54,206 62
Operating expenses,	33,914 56
NET EARNINGS FROM OPERATION,	\$20,292 06
Miscellaneous income, less expense of collecting: rentals, etc.,	375 78
GROSS INCOME ABOVE OPERATING EXPENSES,	\$20,667 84
Charges upon income accrued during the year:	
Interest on funded debt, \$8,800 00	
Interest and discount on unfunded debts and loans, 8,871 43	
Taxes, 683 46	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	13,354 89
NET DIVISIBLE INCOME,	\$7,312 95
Dividends declared during the year: December 31, 1897, 2 per cent on \$250,000,	5,000 00
Surplus for the year ending June 30, 1898,	\$2,312 95
Amount of surplus June 30, 1897,	7,296 23
Debits to profit and loss account during the year: poor accounts,	193 95
TOTAL SURPLUS JUNE 30, 1898,	\$9,415 23
EARNINGS FROM OPERATION.	
Passenger service:	
Gross receipts from passengers,	\$8,273 44
From mails, \$1,098 60	
From express, 1,598 95	
	2,692 55
TOTAL EARNINGS, PASSENGER SERVICE,	\$10,965 99
Freight service: gross receipts from freight,	43,227 44
TOTAL PASSENGER AND FREIGHT EARNINGS,	\$54,193 43
Other earnings from operation: car mileage—balance,	13 19
GROSS EARNINGS FROM OPERATION,	\$54,206 62

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$750 00
Salaries of clerks and attendants,	2,050 00
Insurance,	427 02
Stationery and printing (general offices),	93 22
Other general expenses,	594 88
TOTAL,	\$3,914 12
Maintenance of way and structures:	
Repairs of roadway,	\$5,326 17
Renewals of rails,	166 86
Renewals of ties,	2,548 38
Repairs and renewals of buildings and fixtures,	194 48
Repairs and renewals of telegraph,	214 20
TOTAL,	\$8,450 09
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$1,882 97
Repairs and renewals of passenger cars,	275 71
Repairs and renewals of freight cars,	1,903 32
Repairs and renewals of shop machinery and tools,	1,510 57
TOTAL,	\$5,572 57
Conducting transportation:	
Engine and roundhouse men,	\$2,309 23
Fuel for locomotives,	2,851 91
Water supply for locomotives,	38 50
Oil, tallow and waste for locomotives,	21 42
Other supplies for locomotives,	25
Train service,	1,849 04
Train supplies and expenses,	188 26
Station service,	1,658 75
Station supplies,	827 61
Loss and damage,	90 14
Injuries to persons,	47 20
Advertising,	47 20
Stationery and printing,	103 89
Other expenses of conducting transportation:	
Transferring,	3,485 89
Contingent and legal expenses,	3,008 49
TOTAL,	\$15,977 78
Recapitulation:	
General expenses,	\$3,914 12
Maintenance of way and structures,	8,450 09
Maintenance of equipment,	5,572 57
Conducting transportation,	15,977 78
TOTAL OPERATING EXPENSES,	\$33,914 56
Percentage of operating expenses to gross earnings,	62.57
GENERAL BALANCE SHEET JUNE 30, 1896.	
ASSETS.	
Cost of road,	Dr. \$425,598 44
Cost of equipment,	61,750 42
TOTAL PERMANENT INVESTMENTS,	\$487,348 86

Cash,	\$6,820 66	
Bills receivable,	1,516 82	
Due from agents,	3,638 57	
Traffic balances due from other companies,	61 82	
Due from solvent companies and individuals,	16,057 86	
TOTAL CASH AND CURRENT ASSETS,		\$28,090 28
Materials and supplies,		596 95
TOTAL,		\$516,086 04
LIABILITIES.		
		CR.
Capital stock,		\$250,000 00
Funded debt,		176,000 00
Current liabilities:		
Loans and notes payable,	\$66,771 23	
Audited vouchers and accounts,	3,785 78	
Salaries and wages,	1,267 03	
Traffic balances due to other companies,	205 00	
Miscellaneous current liabilities: contingent and legal expense,	5,708 49	
TOTAL CURRENT LIABILITIES,		77,687 48
Accrued liabilities: interest accrued and not yet due,		2,933 33
Profit and Loss balance (surplus),		9,415 28
TOTAL,		\$516,036 04
PROPERTY ACCOUNTS.		
Additions to construction account: telegraph and telephone,		\$40 60
Additions to equipment account: cars for freight service,		1,685 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$1,725 60
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	45	
Number of stockholders in Massachusetts,	18	
Amount of stock held in Massachusetts,	\$242,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Sept. 1, 1922,	\$176,000 00	\$8,800 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	17,789
Number of passengers carried one mile,	241,119
Number of passengers carried one mile per mile of road operated,	9,645
Average length of journey per passenger,	13.550 miles.
Average amount received from each passenger,	46.508 cents.
Average amount received per passenger per mile carried,	3.432 "
Passenger earnings (gross) per mile of road operated,	\$438 63.960
Passenger earnings (gross) per passenger-train mile run,	74.153 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue,	35,167
Number of tons of freight hauled one mile,	643,762
Number of tons of freight hauled one mile per mile of road operated,	25,750
Average length of haul per ton,	18.020 miles.
Average amount received for each ton of freight,	\$1 22.920
Average amount received per ton per mile hauled,	6.821 cents.
Freight earnings (gross) per mile of road operated,	\$1,729 09.760
Freight earnings (gross) per freight-train mile run,	8 32.287
Operating expenses:	
Operating expenses per mile of road operated,	1,356 58.240
Operating expenses per revenue-train mile run,	1 16.818
Train mileage:	
Miles run by passenger trains,	14,132
Miles run by freight trains,	7,003
Miles run by mixed trains,	8,021
Total mileage of trains earning revenue,	29,156
Total train mileage,	29,156
Fares and freights:	
Average rate of fare per mile on local tickets,	4.000 cents.
Average rate of fare per mile on mileage tickets,	3.000 "
Average rate of fare per mile on joint tickets,	2.200 "
Average rate of freight per ton mile on local way-bill,	6.820 "
Employees:	
Average number of persons employed,	33

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 25.000	Miles. 8.220
Length of side track, etc.,	3.000	.780
TOTAL LENGTH OF TRACK OWNED,	28.000	9.000
RAILROAD OPERATED.		
Length of main line,	25.000	8.220
Length of side track, etc.,	3.000	.780
TOTAL LENGTH OF TRACK OPERATED,	28.000	9.000

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.
LOCOMOTIVES.		
Passenger and freight,	5	- -
CARS — PASSENGER SERVICE.		
Passenger cars,	4	James Vacuum.
Combination cars,	2	James Vacuum.
Other cars in passenger service,	2	- -
TOTAL,	8	- -
CARS — FREIGHT SERVICE.		
Box cars,	50	- -
Flat cars,	53	- -
Coal cars,	14	- -
Refrigerator cars,	1	- -
TOTAL,	118	- -
CARS — COMPANY'S SERVICE.		
Gravel cars,	20	- -
Caboose cars,	2	Hand brake.
Other cars in company's service,	15	- -
TOTAL,	37	- -

Total length of pile and trestle bridging (in feet), 20

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
CORPORATE OFFICE, HOLYOKE, MASS.; GENERAL OFFICE, WILMINGTON, VT.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. John C. Newton, *Treasurer*, Holyoke, Mass. Walter H. Draper, *General Auditor, General Passenger Agent and General Freight Agent*, Wilmington, Vt. Moses Newton, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel H. Newton, Holyoke, Mass. Moses Newton, Holyoke, Mass. John C. Newton, Holyoke, Mass. James Ramage, Holyoke, Mass. Walter H. Draper, Wilmington, Vt.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN C. NEWTON,
DANIEL H. NEWTON,
MOSES NEWTON,
Directors.
JOHN C. NEWTON,
Treasurer.
MOSES NEWTON,
Superintendent.

STATE OF VERMONT.

WINDHAM COUNTY, ss. WILMINGTON, Sept. 27, 1898. Then personally appeared the above-named John C. Newton, treasurer of the above-named Hoosac Tunnel & Wilmington Railroad Company, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

C. M. RUSSELL,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN COUNTY, ss. HOLYOKE, Sept. 30, 1898. Then personally appeared the above-named Daniel H. Newton and Moses Newton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. F. PARTRIDGE,
Notary Public.

RETURN
OF THE
HORN POND BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[This road is merely the spur of an ice company, used for the transportation of its ice.]

GENERAL BALANCE SHEET JUNE 30, 1898.			
ASSETS.		Dr.	
Cost of road,			\$15,238 46
TOTAL,			\$15,238 46
LIABILITIES.		Cr.	
Capital stock,			\$2,000 00
Profit and Loss balance (surplus),			13,238 46
TOTAL,			\$15,238 46
CAPITAL STOCK.			
Capital stock authorized by law,	\$40,000 00		
Capital stock authorized by votes of company,	2,000 00		
Capital stock issued and outstanding,			\$2,000 00
Number of shares issued and outstanding,	100		
Number of stockholders,	8		
Number of stockholders in Massachusetts,	8		
Amount of stock held in Massachusetts,	\$2,000 00		

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. .663	Miles. .663
Length of side track, . . . . .	.076	.076
TOTAL LENGTH OF TRACK OWNED, . . . . .	.739	.739

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD CORPORATION,

66 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

R. W. Hopkins, *President*, 66 State Street, Boston, Mass. Frank J. Bartlett, *Treasurer and Clerk of Corporation*, 66 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Arlington, Mass. James H. Reed, Boston, Mass. Francis Hall, Brookline, Mass. Horace O. Bright, Cambridge, Mass. Nelson Bartlett, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

REUBEN W. HOPKINS,
FRANCIS HALL,
JAMES H. REED,
HORACE O. BRIGHT,
Directors.
FRANK J. BARTLETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 22, 1898. Then personally appeared the above-named Reuben W. Hopkins, Francis Hall, James H. Reed, Horace O. Bright and Frank J. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ELMER H. BRIGHT,
Justice of the Peace.

RETURN OF THE LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$52,500 00
Income from other sources: interest on bank balances,	60 40
GROSS INCOME,	\$52,560 40
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$166 00
Taxes,	12 70
TOTAL EXPENSES AND CHARGES UPON INCOME,	178 70
NET DIVISIBLE INCOME,	\$52,381 70
Dividends declared (8 per cent),	50,000 00
Surplus for the year ending June 30, 1898,	\$2,381 70
Amount of surplus June 30, 1897,	145,922 87
TOTAL SURPLUS JUNE 30, 1898,	\$148,304 07
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	
Cost of road,	Dr. \$767,050 24
Cash,	6,253 88
TOTAL,	\$773,304 07
LIABILITIES.	
Capital stock,	Cr. \$625,000 00
Profit and loss balance (surplus),	148,304 07
TOTAL,	\$773,304 07
CAPITAL STOCK.	
Capital stock authorized by law,	Unlimited.
Capital stock authorized by votes of company,	\$625,000 00
Capital stock issued and outstanding,	6,250
Number of shares issued and outstanding,	203
Number of stockholders,	181
Number of stockholders in Massachusetts,	\$562,800 00
Amount of stock held in Massachusetts,	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Mass- achusetts.
Length of main line,	Miles. 8.730	Miles. 8.730
Length of second track,	8.730	8.730
Length of side track, etc.,	6.270	6.270
TOTAL LENGTH OF TRACK OWNED,	23.730	23.730

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,

LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Austin K. Chadwick, *Treasurer*,
Lowell, Mass. Grenville Hovey, *Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. Frederick F. Ayer, New York, N. Y. George
Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C.
Gates, Lowell, Mass. Jacob Rogers, Lowell, Mass. Edward T. Rowell,
Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

FREDERICK AYER,
OLIVER H. MOULTON,
PRESCOTT C. GATES,
JACOB ROGERS,
EDWARD T. ROWELL,
Directors.
AUSTIN K. CHADWICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Aug. 29, 1898. Then personally appeared the
above-named Frederick Ayer, Oliver H. Moulton, Prescott C. Gates, Jacob
Rogers, Edward T. Rowell and Austin K. Chadwick, and severally made oath
that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

FRANK P. HAGGETT,
Justice of the Peace.

RETURN
OF THE
MILFORD, FRANKLIN & PROVIDENCE RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$2,250 00
Expenses and charges upon income accrued during the year:	
Interest on funded debt,	600 00
NET DIVISIBLE INCOME,	\$1,650 00
Dividends declared (1 per cent),	1,000 00
Surplus for the year ending June 30, 1898,	\$650 00
Amount of deficit June 30, 1897,	8,671 29
TOTAL DEFICIT JUNE 30, 1898,	\$8,021 29
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$101,808 23
Cash,	670 48
Profit and Loss balance (deficit),	8,021 29
TOTAL,	\$110,000 00
LIABILITIES.	CR.
Capital stock,	\$100,000 00
Funded debt,	10,000 00
TOTAL,	\$110,000 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued and outstanding,	\$100,000 00
Number of shares issued and outstanding,	1,000
Number of stockholders,	21
Number of stockholders in Massachusetts,	20
Amount of stock held in Massachusetts,	\$99,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 4.660	Miles. 4.660
Length of side track, etc., . . . . .	.980	.980
TOTAL LENGTH OF TRACK OWNED,	5.640	5.640

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. A. Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass. James F. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. James M. Freeman, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDGAR K. RAY,
JOSEPH G. RAY,
JAMES F. RAY,
GEORGE W. WIGGIN,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Sept. 9, 1898. Then personally appeared the above-named Edgar K. Ray, Joseph G. Ray, James F. Ray and George W. Wiggin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

RETURN OF THE MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$4,200 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$114 94
Interest on funded debt,	8,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	8,114 94
NET DIVISIBLE INCOME,	\$1,085 06
Dividends declared (2½ per cent),	3,715 00
Deficit for the year ending June 30, 1898,	\$2,629 94
Amount of deficit June 30, 1897,	31,700 45
TOTAL DEFICIT JUNE 30, 1898,	\$34,330 39
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$173,381 13
Cash,	888 48
Profit and Loss balance (deficit),	34,330 39
TOTAL,	\$208,600 00
LIABILITIES.	CR.
Capital stock,	\$148,600 00
Funded debt,	60,000 00
TOTAL,	\$208,600 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$200,000 00
Capital stock authorized by votes of company,	148,600 00
Capital stock issued and outstanding,	\$148,600 00
Number of shares issued and outstanding,	1,486
Number of stockholders,	34
Number of stockholders in Massachusetts,	30
Amount of stock held in Massachusetts,	\$145,100 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage,	Per Cent. 5	Dec. 1, 1908,	\$80,000 00	\$2,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 15.330	Miles. 15.330
Length of side track, etc.,	3.550	3.550
TOTAL LENGTH OF TRACK OWNED,	18.870	18.870

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Draper, Hopedale, Mass. Charles F. Claflin, Milford, Mass.
John P. Daniels, Milford, Mass. Eben S. Draper, Hopedale, Mass. George A. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM F. DRAPER,
JOHN P. DANIELS,
C. F. CLAFLIN,
GEO. A. DRAPER,
Directors.
JAMES E. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 15, 1898. Then personally appeared the above-named William F. Draper, John P. Daniels, C. F. Claflin and George A. Draper, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,
Justice of the Peace.

RETURN
OF THE
TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET
BEACH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road (coupons presented to the New York, New Haven & Hartford Railroad Company and paid),		\$6,250 00
Expenses and charges upon income accrued during the year: interest on funded debt,		\$6,250 00
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.	DR.	
Cost of road,		\$250,000 00
TOTAL,		\$250,000 00
LIABILITIES.	CR.	
Funded debt,		\$250,000 00
TOTAL,		\$250,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 6.950	Miles. 6.950
Length of second track,	6.880	6.880
Length of side track, etc.,	8.810	8.810
TOTAL LENGTH OF TRACK OWNED,	17.640	17.640

NAME AND ADDRESS OF THE TRUSTEE.

ARTHUR W. MOORS, 111 DEVONSHIRE STREET, BOSTON, MASS.,
Trustee for the Bondholders of the Nantasket Beach Railroad Company.

I hereby certify that the statements contained in the foregoing return are full, just and true.

ARTHUR W. MOORS,
Trustee.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 16, 1898. Then personally appeared the above-named Arthur W. Moors, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDWARD PELHAM DODD,
Notary Public.

RETURN
OF THE
NANTUCKET CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,404 37
Operating expenses,	4,084 88
GROSS INCOME ABOVE OPERATING EXPENSES,	\$320 04
Charges upon income accrued during the year:	
Interest on funded debt, \$1,020 00	
Taxes, 20 04	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,040 04
Deficit for the year ending June 30, 1898,	\$720 00
TOTAL DEFICIT JUNE 30, 1898,	\$720 00
EARNINGS FROM OPERATION.	
Passenger service:	
Gross receipts from passengers,	\$3,192 12
From mails,	231 83
From express,	980 92
GROSS EARNINGS FROM OPERATION,	\$4,404 37
EXPENSES OF OPERATION.	
Maintenance of way and structures: repairs of roadway,	\$1,288 86
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$369 80
Repairs and renewals of passenger cars,	30 59
TOTAL,	\$400 89

Conducting transportation :		
Superintendence,		\$30 47
Engine and roundhouse men,		737 25
Fuel for locomotives,		846 19
Water supply for locomotives,		80 00
Oil, tallow and waste for locomotives,		26 96
Train service,		511 66
Switchmen, flagmen and watchmen,		147 25
Station service,		61 50
Station supplies,		53 80
TOTAL,		\$2,445 08
Recapitulation :		
Maintenance of way and structure,		\$1,238 86
Maintenance of equipment,		400 39
Conducting transportation,		2,445 08
TOTAL OPERATING EXPENSES,		\$4,084 33
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$35,000 00
Profit and Loss balance (deficit),		720 00
TOTAL,		\$35,720 00
LIABILITIES.		CR.
Capital stock,		\$18,000 00
Funded debt,		17,000 00
Current liabilities: matured interest coupons unpaid (including coupons due July 1),		720 00
TOTAL,		\$35,720 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$18,000 00	
Capital stock authorized by votes of company,	18,000 00	
Capital stock issued and outstanding,		\$18,000 00
Number of shares issued and outstanding,	180	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	\$18,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 6	Feb. 1, 1906,	\$17,000 00	\$300 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue, . . .	8,750
Number of passengers carried one mile, . . .	66,052
Number of passengers carried one mile per mile of road operated, . . .	7,770
Average length of journey per passenger, . . .	7.600 miles.
Average amount received from each passenger, . . .	36.500 cents.
Average amount received per passenger per mile carried, . . .	4.700 "
Passenger earnings (gross) per mile of road operated, . . .	\$375 54
Passenger earnings (gross) per passenger-train mile run, . . .	53.200 cents.
Train mileage:	
Miles run by passenger trains, . . .	6,001
Total train mileage, . . .	6,001
Fares: average rate of fare per mile on local tickets, . . .	4.400 cents.
Employees:	
Average number of persons employed, . . .	14

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 8.500	Miles. 8.500
Length of side track, etc., . . . . .	.200	.200
TOTAL LENGTH OF TRACK OWNED,	8.700	8.700
RAILROAD OPERATED.		
Length of main line,	8.500	8.500
Length of side track, etc., . . . . .	.200	.200
TOTAL LENGTH OF TRACK OPERATED,	8.700	8.700

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Average Weight.	Equipped with Automatic Coup- lers.	Name of Coupler Used.
LOCOMOTIVES.				
Passenger,	2	Lbs. 36,000	-	-
CARS — PASSENGER SERVICE.				
Passenger cars,	3	-	3	Miller.
Baggage, express and mail cars,	1	-	-	-
TOTAL,	4	-	-	-
CARS — FREIGHT SERVICE.				
Flat cars,	3	-	-	-
CARS — COMPANY'S SERVICE.				
Gravel cars,	1	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	4
Number of highway grade crossings protected by flagmen,	4

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,
NANTUCKET, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, 10 Tremont Street, Boston, Mass. D. L. Weeks, *Treasurer and General Manager*, 12 Pearl Street, Boston, Mass. Melvin M. Johnson, *Clerk of Corporation*, 53 Tremont Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry S. Milton, Waltham, Mass. Byron B. Johnson, Waltham, Mass. Geo. B. Taber, Waltham, Mass. Delmont L. Weeks, Waltham, Mass. Benj. W. Gilbert, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY S. MILTON,
D. L. WEEKS,
BYRON B. JOHNSON,
Directors.
D. L. WEEKS,
Treasurer.
D. L. WEEKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, June 21, 1898. Then personally appeared the above-named D. L. Weeks, treasurer and superintendent, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE R. TABER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. JULY 15, 1898. Then personally appeared the above-named Henry S. Milton and Byron B. Johnson, and severally made oath that the foregoing certificate by them subscribed is true, to the best of their knowledge and belief.

Before me,

ALDEN E. VILES,
Justice of the Peace.

RETURN
OF THE
NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine]

GENERAL EXHIBIT FOR THE YEAR.	
Amount of deficit June 30, 1897,	\$646,694 29
TOTAL DEFICIT JUNE 30, 1898,	\$646,694 29
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$1,057,081 30
Due from solvent companies and individuals,	6,257 41
Profit and Loss balance (deficit),	646,694 29
TOTAL,	\$1,709,982 90
LIABILITIES.	CR.
Capital stock,	\$500,000 00
Funded debt,	500,000 00
Current liabilities:	
Loans and notes payable,	\$105,509 90
Matured interest coupons unpaid (including coupons due October 1, 1894),	604,473 00
TOTAL CURRENT LIABILITIES,	709,982 90
TOTAL,	\$1,709,982 90
CAPITAL STOCK.	
Capital stock authorized by law,	\$600,000 00
Capital stock authorized by votes of company,	500,000 00
Capital stock issued and outstanding,	\$500,000 00
Number of shares issued and outstanding,	5,000
Number of stockholders,	145
Number of stockholders in Massachusetts,	82
Amount of stock held in Massachusetts,	\$55,600 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	Oct. 1, 1894,	\$500,000 00	-

DESCRIPTION OF ROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 20.120	Miles. 15.140
Length of side track, etc.,	4.930	2.830
TOTAL LENGTH OF TRACK OWNED,	25.050	17.970

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. John H. Pearson, Concord, N. H.
Frank S. Streeter, Concord, N. H. Henry A. Kimball, Concord, N. H.
John F. Webster, Concord, N. H. Joseph W. Fellows, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
J. W. FELLOWS,
FRANK S. STREETER,
JOHN F. WEBSTER,
Directors.
JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. SEPT. 7, 1898. Then personally appeared the above-named Benjamin A. Kimball, Joseph W. Fellows, Frank S. Streeter and John F. Webster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN H. BROWN,
Justice of the Peace.

RETURN
OF THE
NASHUA & LOWELL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

(Leased to and operated by the Boston & Maine.)

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$78,000 00
Interest received on note owned,	5,000 00
Income from other sources: interest on loans, rents, etc.,	7,882 57
GROSS INCOME,	\$85,882 57
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,745 69
Interest on funded debt,	5,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	6,745 69
NET DIVISIBLE INCOME,	\$79,136 88
Dividends declared (9 per cent),	72,000 00
Surplus for the year ending June 30, 1898,	\$7,136 88
Amount of surplus June 30, 1897,	149,355 47
TOTAL SURPLUS JUNE 30, 1898,	\$156,492 35
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$684,242 07
Cost of equipment,	218,242 95
Note of the Boston & Lowell Railroad Company,	100,000 00
TOTAL PERMANENT INVESTMENTS,	\$1,002,485 02
Cash,	\$3,159 08
Due from solvent companies and individuals,	52,306 25
TOTAL CASH AND CURRENT ASSETS,	55,465 33
TOTAL,	\$1,057,950 35

LIABILITIES.		Cr.	
Capital stock,			\$800,000 00
Funded debt,			100,000 00
Current liabilities:			
Dividends not called for,	\$1,446 00		
Matured interest coupons unpaid,	12 00		
TOTAL CURRENT LIABILITIES,			1,458 00
Profit and Loss balance (surplus),			156,492 35
TOTAL,			\$1,057,950 35
CAPITAL STOCK.			
Capital stock authorized by law,	\$800,000 00		
Capital stock authorized by votes of company,	800,000 00		
Capital stock issued and outstanding,			\$800,000 00
Number of shares issued and outstanding,	8,000		
Number of stockholders,	381		
Number of stockholders in Massachusetts,	195		
Amount of stock held in Massachusetts,	\$548,500 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds,	Per Cent. 5	July 1, 1900,	\$100,000 00	\$5,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 14.500	Miles. 9.250
Length of second track,	14.500	9.250
Length of side track, etc.,	10.580	6.730
TOTAL LENGTH OF TRACK OWNED,	39.580	25.230

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,
NASHUA, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis A. Brooks, *President*, Boston, Mass. W. W. Bailey, *Treasurer*,
Nashua, N. H. W. A. Lovering, *Clerk of Corporation*, Nashua, N. H. C. E.
A. Bartlett, *General Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis A. Brooks, Boston, Mass. Charles E. A. Bartlett, Boston, Mass.
William W. Bailey, Nashua, N. H. Alfred L. Hall, Winchester, Mass. Edward A. Newell, Wilton, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FRANCIS A. BROOKS,
W. W. BAILEY,
CHARLES E. A. BARTLETT,
EDWARD A. NEWELL,
Directors.
W. W. BAILEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 23, 1898. Then personally appeared the above-named W. W. Bailey and Charles E. A. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FREDERICK A. CARR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 23, 1898. Then personally appeared the above-named Francis A. Brooks and Edward A. Newell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDW. SULLIVAN,
Justice of the Peace.

RETURN OF THE NEWBURYPORT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, its business being so intimately connected that separate accounts have not been kept.]

GENERAL BALANCE SHEET JUNE 30, 1898.			
ASSETS.		DR.	
Cost of road,			\$597,386 32
TOTAL,			\$597,386 32
LIABILITIES.		CR.	
Capital stock,			\$220,340 02
Funded debt,			300,000 00
Profit and Loss balance (surplus),			77,046 30
TOTAL,			\$597,386 32
CAPITAL STOCK.			
Capital stock authorized by law,	\$480,000 00		
Capital stock authorized by votes of company,	200,900 00		
Capital stock issued and outstanding,			\$200,900 00
Amount paid in on shares not yet issued,			19,440 02
TOTAL CAPITAL STOCK LIABILITY,			\$220,340 02
Number of shares issued and outstanding,	2,009		
Number of stockholders,	294		
Number of stockholders in Massachusetts,	290		
Amount of stock held in Massachusetts,	\$121,500 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	6	Nov. 15, 1852,	\$3,900 00	-
Mortgage bonds,	6	Oct. 15, 1854,	30,200 00	-
Mortgage bonds,	6	Dec. 15, 1857,	113,100 00	-
Mortgage bonds,	6	Mar. 1, 1870,	298,000 00	-
TOTAL,			\$445,200 00	-
All of which are owned by the Boston & Maine Railroad, and for which the liability of the Newburyport Railroad at the termination of the lease is			300,000 00	-

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 26.980	Miles. 26.980
Length of side track, etc.,	4.250	4.250
TOTAL LENGTH OF TRACK OWNED,	31.230	31.230

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. Sigourney Butler, *Clerk of Corporation*, Boston, Mass. (died June 7, 1898).

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
JOS. S. RICKER,
HENRY R. REED,
SAMUEL C. LAWRENCE,
Directors.
A. BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 8, 1898. Then personally appeared the above-named Lucius Tuttle, Joseph S. Ricker, Henry R. Reed and Samuel C. Lawrence, directors, and Amos Blanchard, treasurer, of the Newburyport Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN
OF THE
NEW ENGLAND RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,570,645 74
Operating expenses,	4,227,996 08
NET EARNINGS FROM OPERATION,	\$1,342,649 66
Miscellaneous income, less expense of collecting:	
Rents, etc.,	\$18,456 81
Interest,	17,791 80
Norwich & New York Transportation Com- pany operating profit,	88,269 01
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,	114,517 62
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,457,167 28
Charges upon income accrued during the year:	
Interest on funded debt and on mortgages of the New York & New England Railroad Company,	\$970,000 00
Interest and discount on unfunded debts and loans,	2,718 07
Taxes,	278,086 44
Rentals of leased roads:	
Norwich & Worcester R.R.,	\$257,869 38
Rhode Island & Mass. R.R. in Massachusetts,	10,000 00
Rhode Island & Mass. R.R. in Rhode Island,	10,000 00
Rockville Railroad,	3,650 00
Providence & Springfield Railroad,	20,698 00
Woonsocket & Pascoag R.R.,	5,000 00
Milford & Woonsocket R.R.,	4,200 00
Milford, Franklin & Provi- dence Railroad,	1,800 00
	318,217 38
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,559,021 84
Deficit for the year ending June 30, 1898,	\$101,854 56
Amount of deficit June 30, 1897,	234,996 40
Debits to profit and loss account during the year: worthless accounts and balances written off,	794 90
TOTAL DEFICIT JUNE 30, 1898,	\$337,645 86

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$1,670,283 98		
Deductions:			
Tickets redeemed,		\$2,488 65	
Excess fares refunded,		11,069 25	
Total deductions,		\$13,547 90	
NET REVENUE FROM PASSENGERS,			\$1,656,736 08
From mails,	\$74,284 70		
From express,	164,362 62		
From extra baggage and storage,	19,872 32		
Other earnings, passenger service: transporting milk, privileges, etc.,	87,190 38		
			295,609 87
TOTAL EARNINGS, PASSENGER SERVICE,			\$1,952,345 95
Freight service:			
Gross receipts from freight,	\$3,491,607 42		
Deductions:			
Overcharge to shippers and other repayments,		\$45,197 48	
NET REVENUE FROM FREIGHT,			\$3,446,409 94
From elevators,	\$744 28		
Other earnings, freight service: wharves and docks, switching, demurrage, storage, etc.,	159,745 07		
			160,489 35
TOTAL EARNINGS, FREIGHT SERVICE,			\$3,606,899 29
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$5,559,245 24
Other earnings from operation:			
Rentals from tracks, yards and terminals,	\$4,541 67		
From other sources: privileges, etc.,	6,858 83		
TOTAL OTHER EARNINGS,			11,400 50
GROSS EARNINGS FROM OPERATION,			\$5,570,645 74

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$44,674 96
Salaries of clerks and attendants,	68,172 23
General office expenses and supplies,	17,501 45
Insurance,	19,781 23
Law expenses,	25,186 86
Stationery and printing (general offices),	4,426 30
Other general expenses: directors' fees, advertising, etc.,	2,887 84
TOTAL,	\$182,079 87
Maintenance of way and structures:	
Repairs of roadway,	\$369,448 59
Renewals of rails,	62,342 01
Renewals of ties,	159,884 51
Repairs and renewals of bridges and culverts,	74,026 64
Repairs and renewals of fences, road crossings, signs and cattle guards,	87,268 74
Repairs and renewals of buildings and fixtures,	90,813 84
Repairs and renewals of docks and wharves,	85,898 83

Maintenance of way and structures — <i>Concluded.</i>	
Repairs and renewals of telegraph,	\$110 12
Stationery and printing,	821 67
Other expenses of maintaining way and structures: personal injuries, proportion of storehouse expenses, electrical maintenance, etc. (credit),	1,079 51
TOTAL,	\$827,980 44
Maintenance of equipment:	
Superintendence,	\$22,148 71
Repairs and renewals of locomotives,	217,088 94
Repairs and renewals of passenger cars,	117,679 53
Repairs and renewals of freight cars,	200,133 27
Repairs and renewals of work cars,	11,995 40
Repairs and renewals of marine equipment,	5,005 53
Repairs and renewals of shop machinery and tools,	25,180 12
Stationery and printing,	318 09
Other expenses of maintaining equipment: heating and lighting shops, watchmen, proportion of storehouse expenses, electrical maintenance, etc.,	21,877 86
TOTAL,	\$620,867 45
Conducting transportation:	
Superintendence,	\$83,119 28
Engine and roundhouse men,	374,188 91
Fuel for locomotives,	478,897 05
Water supply for locomotives,	31,132 11
Oil, tallow and waste for locomotives,	14,834 64
Other supplies for locomotives,	7,417 85
Train service,	275,753 44
Train supplies and expenses,	60,213 10
Switchmen, flagmen and watchmen,	218,180 85
Telegraph expenses,	73,810 86
Station service,	480,862 18
Station supplies,	37,187 08
Car mileage—balance,	163,377 67
Hire of equipment,	1,718 87
Loss and damage,	26,792 24
Injuries to persons,	19,293 66
Clearing wrecks,	4,701 02
Operating marine equipment,	72,522 83
Advertising,	6,608 11
Outside agencies,	16,140 38
Commissions,	193 89
Stock yards and elevators,	548 49
Rentals for tracks, yards and terminals,	118,064 90
Rentals of buildings and other property,	16,613 82
Stationery and printing,	21,306 16
Other expenses of conducting transportation: proportion of storehouse expenses, electrical operation, etc.,	49,139 38
TOTAL,	\$2,597,068 82
Recapitulation:	
General expenses,	\$182,079 87
Maintenance of way and structures,	827,980 44
Maintenance of equipment,	620,867 45
Conducting transportation,	2,597,068 82
TOTAL OPERATING EXPENSES,	\$4,227,996 08
Percentage of operating expenses to gross earnings,	75.90

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.		Dr.
Cost of road,		\$25,843,895 41
Cost of equipment (appraised value),		2,416,608 87
Underlying liens, being mortgages of the New York & New England Railroad Company,*		11,500,000 00
Stock of Woonsocket & Pascoag Railroad Company,	\$100,000 00	
Stock of Boston Terminal Company,	100,000 00	
		200,000 00
Bonds of Providence & Springfield Railroad Company,		750,000 00
TOTAL PERMANENT INVESTMENTS,		\$40,710,504 28
Cash,	\$500,256 18	
Due from agents,	80,869 59	
Traffic balances due from other companies,	76,146 66	
Due from solvent companies and individuals,	240,881 46	
		898,153 89
TOTAL CASH AND CURRENT ASSETS,		458,585 04
Materials and supplies,		337,645 86
Profit and Loss balance (deficit),		
TOTAL,		\$42,404,889 07
LIABILITIES.		Cr.
Capital stock, common,	\$20,000,000 00	
Capital stock, preferred,	5,000,000 00	
TOTAL CAPITAL STOCK,		\$25,000,000 00
Funded debt,		5,000,000 00
Mortgage debt of the New York & New England Railroad Company,		11,500,000 00
Current liabilities:		
Audited vouchers and accounts,	\$577,021 81	
Salaries and wages,	983 29	
Traffic balances due to other companies,	292,244 16	
Matured interest coupons unpaid (including coupons due July 1),	475 00	
Miscellaneous current liabilities: taxes unpaid,	181 48	
		870,905 74
TOTAL CURRENT LIABILITIES,		870,905 74
Accrued liabilities:		
Interest accrued and not yet due,	\$15,000 00	
Rentals accrued and not yet due,	18,983 33	
		33,983 33
TOTAL ACCRUED LIABILITIES,		33,983 33
TOTAL,		\$42,404,889 07

* New York & New England Railroad Company's first mortgage bonds (\$6,000,000 at 7 per cent and \$4,000,000 at 6 per cent), \$10,000,000 00
New York & New England Railroad Company's Boston terminal mortgages, 1,500,000 00
\$11,500,000 00

PROPERTY ACCOUNTS.		
Additions to construction account:		
Grading and masonry,	\$48,420 19	
Bridging,	11,597 62	
Superstructure, including rails,	12,878 69	
Lands, land damages and fences,	1,000 00	
Engineering and other expenses incident to construction,	1,490 44	
Other additions to construction account: terminal facilities, \$48,431.53; change of crossings and relocation of stations, Readville, Mass., \$22,574.78; change of grade crossing, Congress St., and extension of Summer St., Boston, Mass., \$25,280.02; electrical construction, \$29,989.40, . . .	126,275 68	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . .		\$201,662 62
Additions to equipment account:		
Cars for passenger service (6 in number), . .	\$13,700 00	
Cars for freight service (38 in number), . .	7,610 00	
Cars for company's service (1 in number), . .	184 22	
TOTAL ADDITIONS TO EQUIPMENT ACCOUNT, . . .		21,444 22
Other expenditures charged to property accounts: book value of 385 New England Equipment Company's mortgage bonds, heretofore shown on the balance sheet under the head of bonds of other companies, the New England Equipment Company's property having been deeded to, and all its debts and capital having been acquired by, the New England Railroad Company,		385,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . .		\$608,106 84
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Amount received for one car float sold to the New York, New Haven & Hartford Railroad Company,	\$6,000 00	
Amount received for an old house sold in Bristol, Conn.,	200 00	
Value of 385 bonds of the New England Equipment Company added to cost of road and equipment and deducted from bonds of other companies,	385,000 00	
Amount realized from accounts turned over by the receivers of the New York & New England Railroad Company, less payments on their account,	15,254 79	
Amount paid by the Boston Safe Deposit & Trust Company, trustee under the first mortgage of the New York & New England Railroad Company, from the \$125,990.78 remaining on June 30, 1897, as the balance of the fund of \$200,000 deposited for the release of the interest of the first mortgage bondholders in Boston Terminal lands, sold under agreement to be re-invested in property to be purchased, . .	92,319 44	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		498,774 23
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$109,332 61

CAPITAL STOCK.			
Capital stock authorized by law, common,	\$20,000,000	00	
Capital stock authorized by law, preferred,	5,000,000	00	
Total capital stock authorized by law,	\$25,000,000	00	
Capital stock authorized by votes of the company, common,	\$20,000,000	00	
Capital stock authorized by votes of the company, preferred,	5,000,000	00	
Total capital stock authorized by vote,	\$25,000,000	00	
Capital stock issued and outstanding, common,			\$20,000,000 00
Capital stock issued and outstanding, preferred,			5,000,000 00
Total capital stock outstanding,			\$25,000,000 00
Number of shares issued and outstanding, common,	200,000		
Number of shares issued and outstanding, preferred,	50,000		
Total number of shares outstanding,		250,000	
Number of stockholders, common,	805		
Number of stockholders, preferred,	887		
Total number of stockholders,		692	
Number of stockholders in Massachusetts, common,	170		
Number of stockholders in Massachusetts, preferred,	294		
Total stockholders in Massachusetts,		464	
Amount of stock held in Massachusetts, common,		\$707,000	00
Amount of stock held in Massachusetts, preferred,		8,060,200	00
Total stock held in Massachusetts,		\$8,767,200	00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Consolidated mortgage bonds,	Per Cent. 5	July 1, 1945,	\$5,000,000 00	\$299,525 00

Mortgage Debt of the New York & New England Railroad Company.

First mortgage bonds,	7	Jan. 1, 1905,	\$6,000,000 00	{ \$990,000 00
First mortgage bonds,	6	Jan. 1, 1905,	4,000,000 00	
Boston terminal first mortgage bonds,	4	April 1, 1939,	1,500,000 00	
TOTAL,			\$11,500,000 00	\$1,050,000 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue,		7,166,689
Number of passengers carried one mile,		85,772,406
Number of passengers carried one mile per mile of road operated,		162,522
Average length of journey per passenger,		11.968 miles.

Passenger traffic — <i>Concluded.</i>		
Average amount received from each passenger,	23.117 cents.	
Average amount received per passenger per mile carried,	1.982 "	
Passenger earnings (gross) per mile of road operated,	\$3,699 81	
Passenger earnings (gross) per passenger-train mile run,	1 06.280	
Freight traffic:		
Number of tons of freight hauled earning revenue,	3,889,825	
Number of tons of freight hauled one mile,	312,017,432	
Number of tons of freight hauled one mile per mile of road operated,	591,211	
Average length of haul per ton,	92.060 miles.	
Average amount received for each ton of freight,	\$1 01.684	
Average amount received per ton per mile hauled,	1.105 cents.	
Freight earnings (gross) per mile of road operated,	\$6,854 86	
Freight earnings (gross) per freight-train mile run,	2,526 42	
Operating expenses:		
Operating expenses per mile of road operated,	8,011 21	
Operating expenses per revenue-train mile run,	1 29.508	
Train mileage:		
Miles run by passenger trains,	1,835,128	
Miles run by freight trains,	1,422,118	
Miles run by mixed trains,	7,408	
Total mileage of trains earning revenue,	3,264,654	
Miles run by switching trains,	945,390	
Miles run by construction and other trains,	552,164	
Total train mileage,	4,762,208	
Fares and freights:		
Average rate of fare per mile on local tickets,	1.8897 cents.	
Average rate of fare per mile on commutation tickets,	1.2838 "	
Average rate of fare per mile on mileage tickets,	2.0000 "	
Average rate of fare per mile on season tickets, . . . . .	.6750 "	
Average rate of fare per mile on joint tickets,	2.4842 "	
Average rate of freight per ton mile on local way-bill,	2.4005 "	
Average rate of freight per ton mile on joint way-bill, . . . . .	.7847 "	
Passengers to and from Boston:		
Number of passengers (including season-ticket) to Boston,	1,292,373	
Number of passengers (including season-ticket) from Boston,	1,298,475	
Season-ticket passengers to and from Boston,	55,564	
Employees:		
Average number of persons employed,	4,118	

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Mass- achusetts.
Length of main line,	Miles.	216.690	52.050
Length of branch line,		144.700	51.290
TOTAL LENGTH OF LINE OWNED,		361.390	103.330
Length of second track,		116.780	52.050
Length of side track, etc.,		187.050	69.710
TOTAL LENGTH OF TRACK OWNED,		665.220	225.090
RAILROAD OPERATED.			
Length of main line,		383.000	99.000
Length of branch line,		144.700	51.290
TOTAL LENGTH OF LINE OPERATED,		527.700	150.290
Length of second track,		116.780	52.050
Length of side track, etc.,		229.170	86.280
TOTAL LENGTH OF TRACK OPERATED,		873.710	287.600

DESCRIPTION OF RAILROAD, ETC. — Concluded.

EQUIPPED FOR ELECTRIC POWER.	Total.	In Massa- chusetts.
Length of main line, Hartford, Conn., to Bristol, Conn.,*	Miles. 17.900	Miles. -
TOTAL LENGTH OF ELECTRIC TRACK,	17.900	-

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.					Lbs.	Lbs.
Passenger,	44	18	62	62	181,950	88,677
Freight,	100	3	103	103	210,000	100,247
Switching, etc.,	20	6	26	26	90,000	60,938
TOTAL,	164	27	191	191	210,000	97,218

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars,	161	18	179	179	179	Miller.
Combination cars,	46	7	52	52	52	Miller.
Dining cars,	2	-	2	2	2	Miller.
Parlor cars,	8	-	8	8	8	Miller.
Baggage, express and mail cars,	23	4	27	27	27	Miller.
Other cars in passenger service,	6	1	6	6	6	Miller.
TOTAL,	239	30	269	269	269	-
CARS — FREIGHT SERVICE.						
Box cars,	1,008	252	1,260	671	752	-†
Flat cars,	246	31	287	59	83	-†
Coal cars,	1,260	195	1,455	674	675	-†
Other cars in freight service,	-	175	175	-	-	-
TOTAL,	2,514	648	3,162	1,304	1,510	-
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	2	-	2	2	2	Miller.
Derrick cars,	6	-	6	1	1	Tower.
Caboose cars,	62	7	69	1	26	-†
Other cars in company's ser- vice,	12	-	12	-	4	Tower.
TOTAL,	82	7	89	4	33	-

Number of 8-wheel cars in passenger service with brakes for all wheels, 269

* Steam trains also run over the same tracks.

† See table of Freight Cars Equipped with Automatic Couplers, on page 160.

FREIGHT CARS EQUIPPED WITH AUTOMATIC COUPLERS.

NAME OF COUPLER USED.	Box Cars.	Flat Cars.	Coal Cars.	Caboose Cars.
Janney,	2	-	-	1
Gould,	13	-	-	3
Tower,	305	69	638	20
American,	323	-	34	1
Dowling,	9	-	-	-
Trojan,	19	-	1	-
Buckeye,	36	14	-	-
Norton,	29	-	2	-
Little Giant,	6	-	-	-
Standard,	3	-	-	1
Brown,	1	-	-	-
Interstate,	1	-	-	-
TOTAL,	732	83	675	26

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	155
Number of highway grade crossings protected by gates,	25
Number of highway grade crossings protected by flagmen,	18
Number of highway grade crossings protected by electric signals only,	8
Number of highway grade crossings unprotected,	104
Number of highway grade crossings finally abolished during the year,	4
Number of highway grade crossings now in process of abolition,	2
Number of highway grade crossings for abolition of which petition is pending,	22
Number of highway bridges 18 feet (or more) above track,	17
Number of highway bridges less than 18 feet above track,	28
Height of lowest highway bridge above track,	14 ft. 2½ in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (4 in number), viz.:	
The New York, New Haven & Hartford Railroad at Walpole, Mass. The New York, New Haven & Hartford Railroad at Medfield, Mass. Milford, Franklin & Providence Railroad at Bellingham, Mass. Norwich & Worcester Railroad at Webster, Mass.	
Number of above crossings at which interlocking signals are established,	2

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
10½, Talbot Avenue, Boston, Mass.	- -	Plate girder, deck.	1 span, 52 feet; 2 spans, 10½ feet each; 2 tracks.	Pennsylvania Steel Co.
4½, West Medway, Mass.	- -	Plate girder.	1 span, 46 feet; 1 track.	Rochester Br'ge and Iron Works.
26, Highland Lake, Mass.	Wooden stringer.	Plate girder.	1 span, 25½ feet; 2 tracks.	Rochester Br'ge and Iron Works.
42, west of Blackstone, Mass.	Howe truss.	Steel deck, Pratt truss.	1 span, 128 feet; 2 tracks.	Union Bridge Company.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
2, South Bay, Boston, Mass., . . .	Pile trestle.	New floor, additional stringers and pile.
8, Sweet Street, Boston, Mass., . . .	Girder.	New floor.
37, Canal Street, Blackstone, Mass., . . .	Girder.	New floor.
2, Charles River, Mass., . . .	Pile trestle.	Rebuilt.
3, Medfield Junction, Mass., . . .	Stringer.	New stringers.
2, 3 and 4, Milford Branch, . . .	Stringer.	New piles and stringers.
2, Arnold's Mills, Mass., . . .	Pile trestle.	Additional stringers.

Total length of pile and trestle bridging (in feet), 2,128

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	1	-	2	-	3	-	15
Employees, .	-	-	4	22	4	22	14	55
Other persons,	-	-	18	12	18	12	40	37
TOTALS, .	-	1	22	36	22	37	54	107

(For detailed statement of accidents, see following pages.)

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

DATE.	Cause within Control.	Employees, Passengers or Others.	Name.	Location.	Killed or Injured.	Nature of Accident.
1897.						
July 1.	Yes.	Employee.	Wm. Tooleby.	South Boston.	Injured.	Lever fell on foot.
" 2.	Yes.	Employee.	Chas. Hart.	South Boston.	Injured.	Coupling cars.
" 3.	Yes.	Employee.	Jno. Woodhall.	Webster.	Injured.	Fell from car.
" 4.	Yes.	Others.	Unknown man.	Franklin.	Killed.	Walking on track.
" 14.	Yes.	Passenger.	Jno. Brown.	Highland Lake.	Injured.	Fell from car platform.
" 14.	Yes.	Others.	Chas. H. Exner.	South Worcester.	Killed.	Walking on track.
" 20.	Yes.	Employee.	A. B. Perkins.	South Boston.	Killed.	Struck by bridge.
" 28.	Yes.	Others.	Albert Morse.	Hyde Park.	Injured.	Lying on track.
" 29.	Yes.	Employee.	H. Briggs.	Springfield.	Injured.	Fell from car.
" 30.	Yes.	Employee.	Arthur Hartsborn.	Needham.	Injured.	Fell from car.
" 30.	Yes.	Others.	Dominic Oyertlin.	Dudley Street.	Killed.	Walking on track.
Aug. 10.	Yes.	Others.	Richard Moore.	Blackstone.	Injured.	Stealing a ride.
" 12.	Yes.	Employee.	Fred Rogers.	Mt. Bowdoin.	Injured.	Coupling cars.
" 19.	Yes.	Employee.	F. J. Slick.	South Boston.	Injured.	Coupling cars.
" 21.	Yes.	Employee.	J. F. Boyle.	South Boston.	Injured.	Coupling cars.
" 26.	Yes.	Employee.	W. J. Borden.	Auburn.	Injured.	Coupling cars.
Sept. 4.	Yes.	Others.	M. Doherty.	Woburn.	Injured.	Walking on track.
" 5.	Yes.	Others.	Patrick Murphy.	Milford.	Killed.	Lying on track.
" 7.	Yes.	Employee.	Geo. McDaniel.	South Boston.	Injured.	Coupling cars.
" 16.	No.	Passenger.	Mrs. Jno. Donald.	Springfield.	Injured.	Train striking bumping post.
" 18.	Yes.	Passenger.	Mrs. A. Voe.	West Medway.	Injured.	Standing too close to train.
" 20.	Yes.	Others.	E. Wilson.	Milville.	Injured.	Stealing a ride.
Oct. 11.	Yes.	Others.	Patrick Moore.	Woonsocket Junction.	Injured.	Walking on track.
" 11.	Yes.	Others.	Unknown man.	South Worcester.	Injured.	Walking on train.
" 15.	Yes.	Employee.	Lewis Barnard.	South Boston.	Injured.	Jumping on track.
" 22.	Yes.	Employee.	J. T. Mariz.	Blackstone.	Killed.	Fell from train.
" 30.	Yes.	Others.	F. Donahue.	Blackstone.	Killed.	Walking on track.
" 31.	Yes.	Employee.	Jno. Kennedy.	Fallington.	Injured.	Walking on track.
Nov. 24.	Yes.	Others.	E. W. Durham.	Franklin.	Injured.	Fell while running.
" 26.	Yes.	Employee.	Herbert Halway.	Harvard Street.	Injured.	Jumping on train.
" 27.	Yes.	Employee.	Timothy Sullivan.	South Boston.	Killed.	Crushed between cars.
" 30.	Yes.	Employee.	F. C. Partridge.	Dorchester.	Killed.	Jumping on train.
Dec. 3.	Yes.	Employee.	Wm. Golden.	South Boston.	Injured.	Coupling cars.
" 11.	Yes.	Others.	Geo. Winters.	South Boston.	Injured.	Drove on track.
" 22.	Yes.	Employee.	J. O. Sullivan.	South Boston.	Injured.	Coupling cars.
" 31.	Yes.	Others.	Chas. I. Blaney.	Dudley Street.	Killed.	Walking on track.

1899.	Yes,	Others,	Andrew McGraw,	Woonsocket Junction,			
Jan. 1,	Yes,	Others,	Thos. F. Boyle,	South Boston,	.	.	Walking on track.
" 8,	Yes,	Others,	Timothy Stevens,	South Worcester,	.	.	Coupling cars.
Feb. 5,	Yes,	Employee,	J. C. Boyle,	South Boston,	.	.	Jumping on cars.
" 7,	Yes,	Others,	C. M. Williams,	Bird Street,	.	.	Coupling cars.
" 11,	Yes,	Others,	B. M. Moore,	Readville,	.	.	Walking on track.
" 18,	Yes,	Others,	H. C. Collins,	Blackstone,	.	.	Walking on track.
" 24,	Yes,	Others,	Louise Darling,	Oxford,	.	.	Walking on track.
March 4,	Yes,	Employee,	Melburn A. Boone,	Hyde Park,	.	.	Coupling cars.
" 22,	Yes,	Employee,	Geo. McMichael,	South Boston,	.	.	Coupling cars.
April 2,	Yes,	Others,	Thos. White,	West Medway,	.	.	Walking on track.
" 7,	Yes,	Others,	Alfred Carlson,	Winslow's,	.	.	Walking on track.
" 9,	Yes,	Others,	A. Crickbank,	Dorchester,	.	.	Driving on track.
" 18,	Yes,	Others,	Unknown man,	Mills,	.	.	Jumping on train.
" 19,	Yes,	Others,	P. Harvey,	Ashcroft,	.	.	Jumping on cars.
" 25,	Yes,	Others,	G. C. Thomas,	South Boston,	.	.	Coupling cars.
May 22,	Yes,	Employee,	Jno. Mahony,	Woonsocket Junction,	.	.	Coupling cars.
" 23,	Yes,	Employee,	A. Crowell,	Needham,	.	.	Jumping on train.
" 23,	Yes,	Employee,	W. H. Hagan,	South Worcester,	.	.	Coupling cars.
" 23,	Yes,	Employee,	P. Connolly,	South Boston,	.	.	Coupling cars.
June 8,	Yes,	Others,	T. Scollins,	Forest Avenue,	.	.	Fell from car.
" 14,	Yes,	Others,	A. McDonald,	Mt. Bowdoin,	.	.	Walking on track.
" 23,	Yes,	Others,	Jerome Kenney,	Greenwood Avenue,	.	.	Walking on track.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW ENGLAND RAILROAD COMPANY,

180 SUMMER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. Edward D. Robbins, *Vice-President*, Hartford, Conn. George B. Phippen, *Treasurer*, Boston, Mass. James W. Perkins, *Secretary*, Boston, Mass. Frank A. Farnham, *Assistant Counsel*, Boston, Mass. William H. Dudley, *Auditor*, Boston, Mass. C. Peter Clark, *General Manager*, Boston, Mass. William R. Babcock, *General Passenger Agent*, Boston, Mass. John M. Williams, *General Freight Agent*, Boston, Mass. Frederick E. Dewey, *General Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis L. Higginson, Boston, Mass. Nehemiah W. Rice, Boston, Mass. Charles L. Lovering, Boston, Mass. Jesse Metcalf, Providence, R. I. Gorham P. Pomroy (deceased), Providence, R. I. Frederick J. Kingsbury, Waterbury, Conn. David S. Plume, Waterbury, Conn. Charles P. Clark, New Haven, Conn. Edward D. Robbins, Hartford, Conn. Robert Bacon, New York, N. Y. John W. Doane, Chicago, Ill.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES P. CLARK,
CHARLES L. LOVERING,
NEHEMIAH W. RICE,
JESSE METCALF,
EDWARD D. ROBBINS,
DAVID S. PLUME,

Directors.

GEO. B. PHIPPEN,

Treasurer.

C. PETER CLARK,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 2, 1898. Then personally appeared the above-named Charles P. Clark, George B. Phippen and C. Peter Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT W. MARTIN,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 2, 1898. Then personally appeared the above-named Charles L. Lovering and Nehemiah W. Rice, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WALTER S. WILCOMBE,
Justice of the Peace.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. PROVIDENCE, Sept. 9, 1898. Then personally appeared the above-named Jesse Metcalf, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

A. D. CHAPIN, JR.,
Notary Public.

STATE OF CONNECTICUT.

COUNTY OF HARTFORD, ss. HARTFORD, Sept. 10, 1898. Then personally appeared the above-named Edward D. Robbins, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLOTTE E. SWAN,
Notary Public.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. WATERBURY, Sept. 13, 1898. Then personally appeared the above-named David S. Plume, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES E. SMITH,
Notary Public.

RETURN

OF THE

NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$381,739 63
Dividend received as above,	1,060 00
GROSS INCOME,	\$382,799 63
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$735 00
Interest on funded debt,	233,000 00
Rentals paid Holyoke & Westfield Railroad Company,	85,339 63
Other expenses and charges upon income: contribution to sinking fund,	15,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	284,074 63
NET DIVISIBLE INCOME,	\$98,725 00
Dividends declared (4 per cent),	98,400 00
Surplus for the year ending June 30, 1898,	\$325 00
Amount of surplus June 30, 1897,	244,346 28
TOTAL SURPLUS JUNE 30, 1898,	\$244,671 28
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$5,731,586 62
Cost of equipment,	850,430 62
Stock of Holyoke & Westfield Railroad Co.,	\$20,000 00
Stock of Southington Water Company,	1,000 00
TOTAL PERMANENT INVESTMENTS,	\$6,603,017 24

Cash,	\$1,654 04	
Sinking and other special funds,	285,000 00	
TOTAL CASH AND CURRENT ASSETS,		\$286,654 04
TOTAL,		\$6,889,671 28
LIABILITIES.		
	Cr.	
Capital stock,		\$2,460,000 00
Funded debt,		8,900,000 00
Sinking and other special funds: sinking fund for 6 per cent bonds,		285,000 00
Profit and Loss balance (surplus),		244,671 28
TOTAL,		\$6,889,671 28
CAPITAL STOCK.		
Capital stock authorized by law,	\$5,000,000 00	
Capital stock authorized by votes of company,	2,460,000 00	
Capital stock issued and outstanding,		\$2,460,000 00
Number of shares issued and outstanding,	24,600	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	\$1,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	7	Jan., 1899,	\$1,300,000 00	\$91,000 00
Mortgage and sinking fund bonds,	6	April, 1909,	1,200,000 00	72,000 00
Northern extension bonds,	5	April, 1911,	700,000 00	35,000 00
Convertible,*	5	July, 1904,	700,000 00	35,000 00
TOTALS,			\$3,900,000 00	\$233,000 00

Bonds Guaranteed by Company.

Holyoke & Westfield Railroad,	4	April, 1911,	\$200,000 00	\$8,000 00
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SINKING FUND.

Amount June 30, 1897, of consolidated 6 per cent bonds,	\$270,000 00
Additions during the year to sinking fund,	15,000 00
TOTAL SINKING FUND JUNE 30, 1898,	\$285,000 00

* These bonds, issued with privilege of conversion into stock, matured in 1896, but in consideration of waiver of conversion rights were extended for eight years to A.D. 1904.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	94.640	43.380
Length of branch line,	31.670	17.580
TOTAL LENGTH OF LINE OWNED,	126.310	60.960
Length of side track, etc.,	50.590	27.010
TOTAL LENGTH OF TRACK OWNED,	176.900	87.970

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. John M. Hall, *Vice-President*, New Haven, Conn. Edward A. Ray, *Treasurer and Clerk of Corporation*, 214 Railroad Building, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles N. Yeamans, Westfield, Mass. George J. Brush, New Haven, Conn. Charles P. Clark, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. John M. Hall, New Haven, Conn. Samuel E. Merwin, New Haven, Conn. William E. Barnett, New Haven, Conn. Fayette S. Curtis, New Haven, Conn. John C. Hammond, Northampton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
SAMUEL E. MERWIN,
A. HEATON ROBERTSON,
WM. E. BARNETT,
GEO. J. BRUSH,

Directors.

EDWARD A. RAY,

Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN, ss. SEPT. 6, 1898. Then personally appeared the above-named Samuel E. Merwin and A. Heaton Robertson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. A. RICHARDSON,
Notary Public.

STATE OF CONNECTICUT.

NEW HAVEN, ss. SEPT. 6, 1898. Then personally appeared John M. Hall, William E. Barnett and George J. Brush, directors of the New Haven and Northampton Company, Edward A. Ray, treasurer, and Robert G. Curtis, superintendent of said company, and severally made oath that the accompanying statement by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AVERY CLARK,
Notary Public.

RETURN OF THE NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Central Vermont.]

GENERAL EXHIBIT FOR THE YEAR (LESSEE'S ACCOUNT).		
Gross earnings from operation,		\$838,531 76
Operating expenses,		608,422 43
NET EARNINGS FROM OPERATION,		\$235,109 83
Charges upon income accrued during the year:		
Taxes,	\$31,612 63	
Rentals of leased roads: New London North- ern,	167,833 88	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		199,445 96
NET DIVISIBLE INCOME,		\$35,663 37
GENERAL EXHIBIT FOR THE YEAR (LESSOR'S ACCOUNT).		
Income from lease of road,	\$211,000 00	
Interest,	937 77	
TOTAL INCOME,		\$211,937 77
General expenses,	\$5,981 33	
Interest on funded debt,	68,120 00	
TOTAL DEDUCTIONS FROM INCOME,		74,101 33
NET INCOME,		\$137,836 44
Dividends declared during the year:		
July, 1897, 2½ per cent on \$1,500,000,	\$38,750 00	
October, 1897, 2½ per cent on \$1,500,000,	33,750 00	
January, 1898, 2½ per cent on \$1,500,000,	33,750 00	
April, 1898, 2½ per cent on \$1,500,000,	33,750 00	
TOTAL DIVIDENDS DECLARED,		135,000 00
Surplus for the year ending June 30, 1898,		\$2,836 44
Amount of surplus June 30, 1897,		493,614 44
TOTAL SURPLUS JUNE 30, 1898,		\$496,450 88

EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$219,838 66		
Deductions:			
Tickets redeemed,		\$216 44	
Excess fares refunded,		2,496 04	
Total deductions,		\$2,712 48	
NET REVENUE FROM PASSENGERS,			\$216,626 18
From mails,	\$14,858 70		
From express,	12,498 20		
From extra baggage and storage,	8,021 97		30,378 87
TOTAL EARNINGS, PASSENGER SERVICE, . .			\$247,005 05
Freight service:			
Gross receipts from freight,	\$546,502 70		
Deductions:			
Overcharge to shippers,		\$9,897 27	
NET REVENUE FROM FREIGHT,			536,605 43
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$783,610 48
Other earnings from operation:			
Rentals from buildings and other property, . .			54,921 28
GROSS EARNINGS FROM OPERATION, . . .			\$838,531 76

EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

General expenses:	
Salaries of general officers,	\$10,229 95
Salaries of clerks and attendants,	8,663 83
General office expenses and supplies,	14 74
Insurance,	1,606 42
Law expenses,	5,574 28
Stationery and printing (general offices),	975 17
Other general expenses: repairs and incidental charges, .	143 92
TOTAL,	\$27,208 81
Maintenance of way and structures:	
Repairs of roadway,	\$40,744 51
Renewals of rails,	9,048 60
Renewals of ties,	18,875 04
Repairs and renewals of bridges and culverts,	16,454 37
Repairs and renewals of fences, road crossings, signs and cattle guards,	3,506 08
Repairs and renewals of buildings and fixtures,	4,753 28
Repairs and renewals of docks and wharves,	1,169 69
Repairs and renewals of telegraph,	70 61
Stationery and printing,	272 36
Other expenses of maintaining way and structures:	
Repairs handcars, etc.,	107 83
Superintendence,	4,587 84
Removing ice and snow,	2,778 19
Tools and machinery,	862 18
Watchmen,	559 96
TOTAL,	\$108,788 49

Maintenance of equipment:		
Superintendence,		\$6,188 57
Repairs and renewals of locomotives,		18,580 24
Repairs and renewals of passenger cars,		6,009 01
Repairs and renewals of freight cars,		10,284 89
Repairs and renewals of shop machinery and tools,		2,850 82
Stationery and printing,		848 15
Other expenses of maintaining equipment:		
Incidentals,		533 91
Watchmen,		107 81
TOTAL,		\$44,342 40
Conducting transportation:		
Superintendence,		\$6,396 13
Engine and roundhouse men,		89,028 77
Fuel for locomotives,		59,530 75
Water supply for locomotives,		1,721 18
Oil, tallow and waste for locomotives,		2,491 52
Train service,		47,680 94
Train supplies and expenses,		8,268 04
Switchmen, flagmen and watchmen,		6,898 97
Telegraph expenses,		4,824 00
Station service,		164,102 98
Station supplies,		6,803 89
Car mileage—balance,		84,290 08
Hire of equipment,		8,808 60
Loss and damage,		2,842 06
Injuries to persons,		2,102 63
Clearing wrecks,		235 16
Advertising,		1,005 82
Outside agencies,		8,106 95
Rentals of buildings and other property,		22,776 05
Stationery and printing,		5,156 28
Other expenses of conducting transportation:		
Incidentals,		1,817 47
Mail expenses,		705 01
TOTAL,		\$428,088 28
Recapitulation:		
General expenses,		\$27,308 31
Maintenance of way and structures,		108,788 49
Maintenance of equipment,		44,342 40
Conducting transportation,		428,088 28
TOTAL OPERATING EXPENSES,		\$603,422 48

GENERAL BALANCE SHEET JUNE 30, 1898 (LESSOR'S ACCOUNT).

ASSETS.		Dr.
Cost of road,		\$3,011,075 89
Cost of equipment,		248,420 44
Bonds of Brattleboro & Whitehall Railroad,		150,000 00
Other permanent property: steamboat property,		5,000 00
TOTAL PERMANENT INVESTMENTS,		\$3,414,495 83

Cash,	\$82,449 11	
Due from solvent companies and individuals,	1,371 03	
TOTAL CASH AND CURRENT ASSETS,		\$83,820 14
TOTAL,		\$3,498,315 97
LIABILITIES.		
Capital stock,		Cr. \$1,500,000 00
Funded debt,		1,500,000 00
Current liabilities:		
Dividends not called for,	\$1,440 75	
Matured interest coupons unpaid,	424 84	
TOTAL CURRENT LIABILITIES,		1,865 09
Profit and Loss balance (surplus),		496,450 88
TOTAL,		\$3,498,315 97
CAPITAL STOCK (LESSOR'S ACCOUNT).		
Capital stock authorized by law,	\$2,000,000 00	
Capital stock authorized by votes of company,	1,500,000 00	
Capital stock issued and outstanding,		\$1,500,000 00
Number of shares issued and outstanding,	15,000	
Number of stockholders,	363	
Number of stockholders in Massachusetts,	142	
Amount of stock held in Massachusetts,	\$554,100 00	

FUNDED DEBT (LESSOR'S ACCOUNT).

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated bonds,	5	1910, . . .	\$812,000 00	\$40,600 00
Consolidated bonds,	4	1910, . . .	688,000 00	27,520 00
TOTALS,			\$1,500,000 00	\$68,120 00

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

Passenger traffic:		
Number of passengers carried paying revenue,		605,716
Number of passengers carried one mile,		8,842,804
Number of passengers carried one mile per mile of road operated,		88,423
Average length of journey per passenger,		14.600 miles.
Average amount received from each passenger,		35.700 cents.
Average amount received per passenger per mile carried,		2.450 "
Passenger earnings (gross) per mile of road operated,		\$2,470 05
Passenger earnings (gross) per passenger-train mile run,		94.000 cents.
Freight traffic:		
Number of tons of freight hauled earning revenue,		801,698
Number of tons of freight hauled one mile,		38,423,631
Number of tons of freight hauled one mile per mile of road operated,		384,236

Freight traffic — Concluded.	
Average length of haul per ton,	47.900 miles.
Average amount received for each ton of freight,	66.900 cents.
Average amount received per ton per mile hauled,	1.396 "
Freight earnings (gross) per mile of road operated,	\$5,366 05
Freight earnings (gross) per freight-train mile run,	1 94.400
Operating expenses :	
Operating expenses per mile of road operated,	6,034 22
Operating expenses per revenue-train mile run,	1 12
Train mileage :	
Miles run by passenger trains,	262,862
Miles run by freight trains,	275,921
Total mileage of trains earning revenue,	538,783
Miles run by switching trains,	225,793
Miles run by construction and other trains,	13,540
Total train mileage,	778,116
Fares and freights :	
Average rate of fare per mile on local tickets,	2.980 cents.
Average rate of fare per mile on commutation tickets,	1.180 "
Average rate of fare per mile on mileage tickets,	2.000 "
Average rate of fare per mile on season tickets, . . . . .	.750 "
Average rate of fare per mile on joint tickets,	3.170 "
Employees :	
Average number of persons employed,	625

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 121.000	Miles. 54.900
Length of side track, etc.,	20.700	10.500
TOTAL LENGTH OF TRACK OWNED,	141.700	65.400
RAILROAD OPERATED.		
Length of main line,	100.000	44.000
Length of side track, etc.,	20.700	10.500
TOTAL LENGTH OF TRACK OPERATED,	120.700	54.500

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Total Owned.	Equipped with Power Driving- Wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Passenger,	11	1	Lbs. 74,000	Lbs. 68,000
Freight,	10	6	105,000	91,000
Switching, etc.,	2	1	65,500	57,300
TOTAL,	23	8	-	-

DESCRIPTION OF EQUIPMENT—Concluded.

ROLLING STOCK.	Total Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Coup- lers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars,	15	15	15	Miller.
Combination cars,	8	8	8	Miller.
Baggage, express and mail cars,	2	2	2	Miller.
Other cars in passenger service,	2	2	2	Miller.
TOTAL,	27	27	27	-
CARS — FREIGHT SERVICE.				
Box cars,	113	-	16	Trojan.
Flat cars,	99	-	-	-
Coal cars,	116	-	26	Trojan.
TOTAL,	328	-	42	-
CARS — COMPANY'S SERVICE.				
Gravel cars,	38	-	-	-
Derrick cars,	1	-	-	-
Caboose cars,	16	-	-	-
Other cars in company's service,	11	-	1	Trojan.
TOTAL,	66	-	1	-

Number of 8-wheel cars in passenger service with brakes for all wheels, 27

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	57
Number of highway grade crossings protected by flagmen,	5
Number of highway grade crossings unprotected,	52
Number of highway bridges 18 feet (or more) above track,	2
Number of highway bridges less than 18 feet above track,	1
Height of lowest highway bridge above track,	17 ft. 6 in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (3 in number), viz.:	
Boston & Albany, at Palmer. Boston & Albany, at Barrett's Junction. Boston & Maine, near South Vernon.	

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
60, South Monson,	Stringers on masonry.	Stringers on masonry.	23.4 ft., 1 track.	Bridge departm't.
65, Monson,	Stringers on masonry.	Old rail floor.	16.1 ft., 1 track.	Bridge departm't.
67, Monson,	Stringers on masonry.	Iron pipe and filled.	16.7 ft., 1 track.	Bridge departm't.
68, Monson,	Stringers on pile bents.	Iron pipe and filled.	111.7 ft., 1 track.	Bridge departm't.
69, North Monson,	Howe truss.	Iron lattice through.	118.0 ft., 1 track.	Vermont Construction Co.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
64, Monson,	Pony Howe truss.	New stringers and guard rails.
66½, Monson,	Pony Howe truss.	New floor system.
73, Palmer,	Through riveted lattice.	Painted.
76, Three Rivers,	Through lattice iron.	Approach ties and guard rails.
83, North Amherst,	Through lattice iron.	Approach ties and guard rails.
86, Montague,	Deck house truss.	New deck and floor.
87, Montague,	Stringers on masonry.	New floor.
89, Miller's Falls,	Through lattice iron.	Painted.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	2
Employees, .	-	-	1	4	1	4	2	11
Other persons,	-	-	2	1	2	1	6	5
TOTALS, .	-	-	3	5	3	5	8	18

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 16, 1897. — Palmer: A. Peltier, jumping on train; hand crushed.

September 20. — Miller's Falls: L. W. Mitchell, brakeman, fell off train; knee and side bruised.

September 20. — Miller's Falls: J. Finn, brakeman, fell off train; bruised.

September 26. — North Amherst: G. Myette, brakeman, fell off train; knee sprained.

March 12, 1898. — Palmer: G. Barslow, brakeman, fell off train; head bruised.

March 19. — Palmer: C. Reynolds, quarryman, crossing track; killed.

April 11. — Amherst: unknown child, standing too near track; killed.

April 30. — North Amherst: N. O. Neil, section man, standing too near track; killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,
NEW LONDON, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert Coit, *President and Treasurer*, New London, Conn. Justus A. Southard, *Clerk of Corporation*, New London, Conn. Augustus Brandegee, *General Counsel*, New London, Conn. M. M. Reynolds, *General Auditor*, St. Albans, Vt. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. E. A. Chittenden, *General Freight Agent*, St. Albans, Vt. David Mackenzie, *Superintendent*, New London, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert Coit, New London, Conn. Augustus Brandegee, New London, Conn. Thomas Ramsdell, Windham, Conn. Charles H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass. Edward C. Smith, St. Albans, Vt. John C. Averill, Norwich, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROBT. COIT,
AUG. BRANDEGEE,
CHAS. H. OSGOOD,
THOMAS RAMSDELL,
J. A. RUMRILL,
JOHN C. AVERILL,
Directors.
ROBT. COIT,
Treasurer.
D. MACKENZIE,
Superintendent.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. SEPT. 21, 1898. Then personally appeared the above-named Robert Coit, Augustus Brandegee, D. Mackenzie, Chas. H. Osgood, Thomas Ramsdell, J. A. Rumrill and John C. Averill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTUS A. SOUTHARD,
Notary Public.

RETURN
OF THE
NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$30,322,737 55
Operating expenses,	20,891,685 89
NET EARNINGS FROM OPERATION,	\$9,431,051 66
Dividends received on stocks owned:	
Providence & Stonington	
Steamship Company,	\$160,000 00
Providence & Springfield R.R.	
Company,	17,339 00
Old Colony Railroad Co.,	16,765 00
Rhode Island & Massachusetts	
Railroad Company,	16,745 00
New York, New Haven &	
Hartford Railroad Co.,	7,190 00
West Stockbridge R.R. Co.,	1,800 00
Narraganset Pier R.R. Co.,	1,809 00
New Haven & Northampton	
Company,	1,056 00
Naugatuck Railroad Co.,	725 00
New Haven & Derby R.R. Co.,	700 00
Stockbridge & Pittsfield R.R.	
Company,	660 00
Boston & New York Air Line	
Railroad Company,	380 00
New York Transfer Company,	200 00
Chicago, Rock Island & Pacific	
Railroad Company,	77 00
Berkshire Railroad Company,	60 00
Danbury & Norwalk R.R. Co.,	35 00
Iron Works Aqueduct Co.,	6 62
Rotch Spinning Corporation,	6 00
	\$225,053 62
Interest received on bonds owned:	
New Haven & Northampton	
Company,	\$17,500 00
Pawtuxet Valley R.R. Co.,	7,000 00
Meriden Horse Railroad Co.,	5,050 00
Danbury & Norwalk R.R. Co.,	30 00
Atlas Tack Company,	7 50
	29,587 50

Miscellaneous income, less expense of collecting:		
Dividends on stocks leased:		
Old Colony Steamboat Co.,	\$300,000 00	
Union Freight Railroad Co.,	17,220 00	
Providence, Warren & Bristol Railroad Company,	16,855 00	
New Bedford, Martha's Vineyard & Nantucket Steamboat Company,	2,400 00	
	<u>\$386,475 00</u>	
Interest on deposits, etc.,	9,951 90	
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,		\$601,068 02
GROSS INCOME ABOVE OPERATING EXPENSES, . . .		\$10,032,119 68
Charges upon income accrued during the year:		
Interest on funded debt,	\$1,034,138 00	
Interest and discount on unfunded debts and loans,	18,995 34	
Taxes,	1,688,870 88	
Rentals of leased roads,*	3,370,477 30	
	<u>6,112,481 47</u>	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .		6,112,481 47
NET DIVISIBLE INCOME,		\$3,919,638 21
Dividends declared during the year:		
September 30, 1897, 2 per cent on \$47,612,200,	\$952,244 00	
December 31, 1897, 2 per cent on \$47,612,200,	952,244 00	
March 31, 1898, 2 per cent on \$47,633,200, .	952,664 00	
June 30, 1898, 2 per cent on \$47,633,200, .	952,664 00	
	<u>3,809,816 00</u>	
TOTAL DIVIDENDS DECLARED,		3,809,816 00
Surplus for the year ending June 30, 1898,		\$109,822 21

* RENTALS OF LEASED ROADS.

NAME OF ROAD.	Total.	Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. R.R. Stock.	Net Amount.
Old Colony Railroad,	\$1,825,367 48	\$386,260 00	\$1,439,107 48
Boston & Providence Railroad,	494,800 00	-	494,800 00
Providence & Worcester Railroad,	423,500 00	-	423,500 00
New Haven & Northampton Company,	346,280 00	96,140 00	250,140 00
Naugatuck Railroad,	208,000 00	97,220 00	108,780 00
Harlem River & Port Chester Railroad,	170,000 00	-	170,000 00
Boston & New York Air Line Railroad,	144,940 00	68,780 00	81,160 00
Housatonic Railroad,	111,750 00	-	111,750 00
New Haven & Derby Railroad,	91,180 00	14,144 00	77,036 00
Danbury & Norwalk Railroad,	63,500 00	22,820 00	41,180 00
Berkshire Railroad,	36,250 00	-	36,250 00
Holyoke & Westfield Railroad,	35,339 63	-	35,339 63
Stockbridge & Pittsfield Railroad,	27,172 00	-	27,172 00
Providence, Warren & Bristol Railroad,	23,415 73	-	23,415 73
Pawtuxet Valley Railroad,	17,663 00	-	17,663 00
Plymouth & Middleborough Railroad,	11,350 00	-	11,350 00
Attleborough Branch Railroad,	9,219 00	-	9,219 00
Nantasket Beach Railroad,	6,250 00	-	6,250 00
Chatham Railroad,	2,814 46	-	2,814 46
West Stockbridge Railroad,	1,800 00	-	1,800 00
Colechester Railroad,	1,750 00	-	1,750 00
	<u>\$4,050,341 30</u>	<u>\$679,864 00</u>	<u>\$3,370,477 30</u>

Amount of surplus June 30, 1897,	\$6,673,482 95
Credits to profit and loss account during the year:	
Profit received from sale of bonds owned by the company,	\$884,750 00
Premium on sale of debentures,	8,750 00
Excess of assets over liabilities of Housatonic Railroad Company transferred to the books of this company,	8,602,263 88
TOTAL CREDITS,	\$4,445,763 88
Debits to profit and loss account during the year: loss on exchanges of leased lines stocks,	108,708 45
NET AMOUNT CREDITED TO PROFIT AND LOSS,	4,337,054 93
TOTAL SURPLUS JUNE 30, 1898,	\$11,120,360 00

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$13,573,217 72		
Deductions:			
Tickets redeemed,		\$63,651 79	
Excess fares refunded,		56,065 99	
Total deductions,		\$119,717 78	
NET REVENUE FROM PASSENGERS,			\$13,453,499 94
From mails,	\$548,754 08		
From express,	1,001,080 21		
From extra baggage and storage,	161,070 52		
Other earnings, passenger service:			
Parlor, dining, buffet and sleeping cars,	616,000 00		
Depot restaurant, steamer café, etc.,	121,255 20		
			2,448,169 06
TOTAL EARNINGS, PASSENGER SERVICE,			\$15,901,669 00
Freight service:			
Gross receipts from freight,	\$13,821,080 98		
Deductions:			
Overcharge to shippers,		\$44,424 49	
Other repayments,		191,296 86	
Total deductions,		\$235,721 35	
NET REVENUE FROM FREIGHT,			\$13,585,359 63
From hoisting,	\$299,499 67		
From trackage,	51,468 38		
From switching,	62,914 32		
From weighing and wharfage,	38,067 61		
From miscellaneous,	44,557 08		
			496,497 06
TOTAL EARNINGS, FREIGHT SERVICE,			\$14,081,856 69
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$29,983,525 69
Other earnings from operation:			
Telegraph companies,	\$41,198 67		
Rentals from buildings and other property,	298,013 19		
TOTAL OTHER EARNINGS,			339,211 86
GROSS EARNINGS FROM OPERATION,			\$30,322,737 55

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$114,286 50
Salaries of clerks and attendants,	245,865 84
General office expenses and supplies,	24,578 25
Insurance,	84,797 83
Law expenses,	148,479 54
Stationery and printing (general offices),	19,816 07
Other general expenses:	
Restaurant, Grand Central Depot,	25,925 25
Expenses of real estate, etc.,	86,329 04
TOTAL,	\$699,578 32
Maintenance of way and structures:	
Repairs of roadway,	\$2,152,044 85
Renewals of rails,	256,247 82
Renewals of ties,	392,784 85
Repairs and renewals of bridges and culverts,	318,067 69
Repairs and renewals of fences, road crossings, signs and cattle guards,	175,641 98
Repairs and renewals of buildings and fixtures,	495,100 29
Repairs and renewals of docks and wharves,	50,778 70
Repairs and renewals of telegraph,	5,476 64
Stationery and printing,	4,345 31
TOTAL,	\$3,845,488 08
Maintenance of equipment:	
Superintendence,	\$81,337 90
Repairs and renewals of locomotives,	1,080,432 13
Repairs and renewals of passenger cars,	1,058,719 68
Repairs and renewals of freight cars,	709,409 02
Repairs and renewals of work cars,	29,218 31
Repairs and renewals of marine equipment,	192,232 98
Repairs and renewals of shop machinery and tools,	88,027 88
Stationery and printing,	6,051 08
Other expenses of maintaining equipment:	
Heat and light for engine houses, etc.,	37,852 01
Fuel for stationary engines in shops,	41,866 14
Wages of shop laborers and watchmen, telephone, etc.,	81,404 06
TOTAL,	\$3,406,545 64
Conducting transportation:	
Superintendence,	\$290,432 98
Engine and roundhouse men,	1,693,022 57
Fuel for locomotives,	2,092,523 71
Water supply for locomotives,	147,742 20
Oil, tallow and waste for locomotives,	81,181 29
Other supplies for locomotives,	38,207 86
Train service,	1,803,721 52
Train supplies and expenses,	423,490 77
Switchmen, flagmen and watchmen,	1,358,804 69
Telegraph expenses,	221,997 58
Station service,	2,617,014 43
Station supplies,	224,882 62
Car mileage—balance,	459,720 78
Loss and damage,	55,164 32
Injuries to persons,	248,474 83
Clearing wrecks,	16,837 60

Conducting transportation — <i>Concluded.</i>	
Operating marine equipment,	\$415,891 18
Advertising,	50,168 06
Outside agencies,	8,151 80
Rentals for tracks, yards and terminals,	287,074 24
Rentals of buildings and other property,	12,653 89
Stationery and printing,	108,940 06
Other expenses of conducting transportation :	
Buffet car expenses,	61,416 87
Dining car expenses,	40,502 80
Hoisting engines,	36,756 66
High Rock Grove, etc.,	7,234 78
Conducting electric operations,	138,063 76
TOTAL,	\$12,940,073 85
Recapitulation :	
General expenses,	\$699,578 32
Maintenance of way and structures,	3,845,488 08
Maintenance of equipment,	3,406,545 64
Conducting transportation,	12,940,073 85
TOTAL OPERATING EXPENSES,	\$20,891,685 89
Percentage of operating expenses to gross earnings,	68.89

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.	DR.
Cost of road,*	\$53,022,833 93
Cost of equipment,	5,261,793 73
Stocks of other companies :	
New England Railroad Company (common), \$4,613,066 72	
New England Railroad Company (preferred), 970,812 51	
Providence & Stonington Steamship Co., 2,528,189 89	
Providence & Springfield Railroad Company, 437,930 00	
Old Colony Railroad Company, 426,925 73	
Shepang, Litchfield & Northern Railroad Co., 380,602 81	
Meriden Electric Railroad Company, 198,677 50	
Rhode Island & Massachusetts Railroad Com- pany (Massachusetts Division),	191,700 00
Rhode Island & Massachusetts Railroad Com- pany (Rhode Island Division),	146,259 50
New York, New Haven & Hartford R.R. Co., 127,300 00	
Boston Terminal Company,	100,000 00
New Haven & Northampton Company,	53,381 58
Boston & New York Air Line Railroad Com- pany (preferred),	9,618 25
Boston & New York Air Line Railroad Com- pany (common),	35,340 00
Harlem River & Port Chester Railroad Co., 42,250 00	
West Stockbridge Railroad Company,	29,888 00
New Haven & Derby Railroad Company,	18,848 52
Narragansett Pier Railroad Company,	18,700 00
Wood River Branch Railroad Company,	20,000 00
New York, Providence & Boston and Old Colony Railroads Terminal Company,	37,500 00

* Including cost of equipment of the New York, Providence & Boston Railroad, the Hartford & Connecticut Valley Railroad and the Housatonic Railroad, amount of which cannot be ascer-
tained.

Stocks of other companies — Concluded.

Naugatuck Railroad Company,	\$18,082 50	
Stockbridge & Pittsfield Railroad Company,	7,600 00	
Chicago, Rock Island & Pacific Railroad Co.,	2,200 00	
New York Transfer Company,	1,600 00	
Danbury & Norwalk Railroad Company,	756 00	
Derby Paper Mills Company,	895 00	
Rotch Spinning Company,	400 00	
Stamford Street Railroad Company,	250 00	
Lowell & Framingham Railroad Company,	28 00	
		\$10,418,797 01
Stocks of leased lines (not merged) received in exchange for stock of New York, New Haven & Hartford Railroad Company :		
Old Colony Railroad, 55,180 shares for 49,662 shares of New York, New Haven & Hartford Railroad,	\$4,966,200 00	
Naugatuck Railroad, 9,722 shares for 9,722 shares of New York, New Haven & Hartford Railroad,	972,200 00	
New Haven & Northampton Company, 24,035 shares for 9,614 shares of New York, New Haven & Hartford Railroad,	961,400 00	
Boston & New York Air Line Railroad, 15,945 shares for 6,378 shares of New York, New Haven & Hartford Railroad,	637,800 00	
Danbury & Norwalk Railroad, 8,928 shares for 2,232 shares of New York, New Haven & Hartford Railroad,	228,200 00	
New Haven & Derby Railroad, 3,536 shares for 1,088 shares of New York, New Haven & Hartford Railroad,	108,800 00	
Stockbridge & Pittsfield Railroad, 15 shares for 9 shares of New York, New Haven & Hartford Railroad,	900 00	
Berkshire Railroad, 10 shares for 6 shares of New York, New Haven & Hartford Railroad,	600 00	
78,711 shares of N. Y., N. H. & H. R.R.,		7,871,100 00
Bonds of other companies :		
New Haven & Northampton Company,	\$348,612 50	
Pawtuxet Valley Railroad Company,	100,000 00	
Meriden Horse Railroad Company,	90,900 00	
Stamford Street Railway Company,	75,020 83	
Danbury & Norwalk Railroad Company,	1,250 00	
Atlas Tack Company,	300 00	
		616,088 33
TOTAL PERMANENT INVESTMENTS,		\$77,190,607 99
Cash,	\$322,193 21	
Bills receivable,	462,361 46	
Due from agents,	522,829 06	
Traffic balances due from other companies,	8,993 45	
Due from solvent companies and individuals,	1,009,516 73	
Advances account of Boston & Providence R.R.,	1,194,195 74	
Property at 266 South Street, New York, N. Y.,	90,000 00	
Prepaid insurance,	15,404 37	
TOTAL CASH AND CURRENT ASSETS,		3,625,494 02

Materials and supplies,	\$1,359,531 65	
Contingent assets:		
New York, Providence & Bos-		
ton and Old Colony Rail-		
roads Terminal Company,	\$1,433,844 28	
Terminal lands at Providence,	756,117 00	
Expenditures on Pawtuxet		
Valley Railroad,	16,313 53	
Advances to Harlem River &		
Port Chester R.R. Co.,	5,349,203 91	
Dedham and Hyde Park im-		
provements,	251,410 81	
	<u>7,806,889 53</u>	
TOTAL MISCELLANEOUS ASSETS,		\$9,666,421 21
TOTAL,		<u>\$90,482,523 22</u>
<hr/>		
	LIABILITIES.	CR.
Capital stock,		\$47,633,200 00
Funded debt,		27,097,200 00
Current liabilities:		
Loans account Boston & Providence R.R.,	\$1,000,000 00	
Audited vouchers and accounts,	2,040,781 65	
Salaries and wages,	258,675 85	
Traffic balances due to other companies,	802,388 14	
Dividends not called for,	2,068 00	
Matured interest coupons unpaid (including		
coupons due July 1),	1,260 00	
Rentals due and unpaid (including rentals		
due July 1),	48,445 33	
TOTAL CURRENT LIABILITIES,		4,153,618 97
Accrued liabilities:		
Interest accrued and not yet due,	\$260,712 52	
Rentals accrued and not yet due,	217,431 64	
TOTAL ACCRUED LIABILITIES,		478,144 16
Profit and Loss balance (surplus),		11,120,360 09
TOTAL,		<u>\$90,482,523 22</u>
<hr/>		
PROPERTY ACCOUNTS.		
Additions to construction account:		
Lands, land damages and fences,	\$153,953 58	
Other additions to construction account: con-		
struction account Housatonic R.R. Co.,	6,963,663 38	
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		<u>\$7,117,616 96</u>
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CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000,000 00	
Capital stock authorized by votes of company,*	47,500,000 00	
Capital stock issued and outstanding,		\$47,633,200 00
Number of shares issued and outstanding,	476,332	
Number of stockholders,	8,135	
Number of stockholders in Massachusetts,	3,079	
Amount of stock held in Massachusetts,	\$14,572,300 00	

* Subject to further increase by authorized exchanges for leased lines stocks and convertible debenture certificates.

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, New York, New Haven & Hartford R.R. Co.,	4	June 1, 1903,	\$2,000,000 00	\$80,000 00
First mortgage bonds, New York, Providence & Boston Railroad Co.,	7	Jan. 1, 1899,	1,000,000 00	70,000 00
First mortgage bonds, New York, Providence & Boston Railroad Co.,	4	April 1, 1901,	300,000 00	12,000 00
General mortgage bonds, New York, Providence & Boston Railroad Co.,	4	April 1, 1912,	1,000,000 00	40,000 00
First mortgage bonds, Shore Line Railway Company,	4½	March 1, 1910,	200,000 00	9,000 00
First mortgage bonds, Housatonic Railroad Company,	4	April 1, 1910,	100,000 00	1,000 00
Consolidated mortgage bonds, Housatonic Railroad Company,	5	Nov. 1, 1937,	2,839,000 00	85,487 50
Consolidated mortgage bonds, Danbury Branch,	5	Oct. 1, 1912,	61,000 00	782 50
Total bonds,			\$7,800,000 00	\$248,250 00
Convertible debenture certificates,	4	Apr. 1, 1903-8,	\$16,397,200 00	\$655,884 00
Debentures (non-convertible),	4	March 1, 1947,	3,000,000 00	120,000 00
Rolling stock certificates, Housatonic Railroad Company,	5	July 1, 1899,	200,000 00	10,000 00
TOTALS,			\$27,097,200 00	\$1,034,138 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	41,464,748
Number of passengers carried one mile,	759,682,895
Number of passengers carried one mile per mile of road operated,	518.800
Average length of journey per passenger,	18.320 miles.
Average amount received from each passenger,	32.446 cents.
Average amount received per passenger per mile carried,	1.771 "
Passenger earnings (gross) per mile of road operated,	\$10,860 24
Passenger earnings (gross) per passenger-train mile run,	1 44.881
Freight traffic:	
Number of tons of freight hauled earning revenue,	11,042,006
Number of tons of freight hauled one mile,	899,636,294
Number of tons of freight hauled one mile per mile of road operated,	614.417
Average length of haul per ton,	81.470 miles.
Average amount received for each ton of freight,	\$1 23.083
Average amount received per ton per mile hauled,	1.511 cents.
Freight earnings (gross) per mile of road operated,	\$9,617 31
Freight earnings (gross) per freight-train mile run,	2 83.169
Operating expenses:	
Operating expenses per mile of road operated,	14,268 23
Operating expenses per revenue-train mile run,	1 30.994
Train mileage:	
Miles run by passenger trains,	10,938,182
Miles run by freight trains,	4,845,456
Miles run by mixed trains,	169,992
Total mileage of trains earning revenue,	15,948,630
Miles run by switching trains,	3,594,260
Miles run by construction and other trains,	285,298
Total train mileage,	19,828,188

Fares and freights:

Average rate of fare per mile on local tickets,	2.000 cents.
Average rate of fare per mile on mileage tickets,	2.000 "
Average rate of fare per mile on season tickets, . . . . .	.590 "
Average rate of fare per mile on joint tickets,	2.030 "
Average rate of freight per ton mile on local way-bill,	2.630 "
Average rate of freight per ton mile on joint way-bill,	1.130 "

Passengers to and from Boston:

Number of passengers (including season-ticket) to Boston,	6,740,435
Number of passengers (including season-ticket) from Boston,	6,868,891
Season-ticket passengers to and from Boston,	1,417,743

Employees:

Average number of persons employed,	20,954
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DESCRIPTION OF RAILROAD OWNED AND OPERATED.
(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massa- chusetts.
		Miles.	Miles.
Length of main line, Woodlawn Junction, N. Y., to Providence, R. I.,		173.780	-
Length of branch line,		242.150	5.950
TOTAL LENGTH OF LINE OWNED,		415.930	5.950
Length of second track,		238.790	5.950
Length of third track,		54.800	-
Length of fourth track,		54.800	-
Length of side track, etc.,		255.330	7.070
TOTAL LENGTH OF TRACK OWNED,		1,019.770	15.970
RAILROAD OPERATED.			
Length of main line, New York to Boston,		229.810	39.310
Length of branch line,		1,224.400	695.670
TOTAL LENGTH OF LINE OPERATED,		1,454.210	733.980
Length of second track,		545.340	245.890
Length of third track,		85.730	13.790
Length of fourth track,		83.800	11.800
Length of side track, etc.,		851.390	364.290
TOTAL LENGTH OF TRACK OPERATED,		3,080.470	1,369.800
EQUIPPED FOR ELECTRIC POWER.			
Length of main line,		8.800	3.800
Length of branch line,		10.130	6.950
TOTAL LENGTH OF ELECTRIC LINE,		18.930	10.750
Length of second, third and fourth track,		18.930	10.750
Length of side track, etc.,		2.670	2.540
TOTAL LENGTH OF ELECTRIC TRACK,		20.600	13.290

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						
Passenger,	189	183	377	377	Lbs. 131,000	Lbs. 77,630
Freight,	148	80	228	228	156,850	96,310
Switching, etc.,	53	61	114	114	102,500	61,450
TOTAL,	390	329	719	719	-	-

DESCRIPTION OF EQUIPMENT—Concluded.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS—PASSENGER SERVICE.						
Passenger cars,	592	410	1,002	1,002	979	Janney 3, Miller 951, National-Hinson 20.
Combination cars,	79	150	229	229	223	Tower 2, Miller 204, National-Hinson 17.
Dining cars,	1	1	2	2	2	Miller.
Parlor cars,	76	-	76	76	76	Miller 74, National-Hinson 2.
Sleeping cars,	33	-	33	33	33	Miller 82, National-Hinson 1.
Baggage, express and mail cars,	145	74	219	219	218	Miller 197, National-Hinson 21.
Other cars in passenger service,	1	-	1	1	1	Miller.
TOTAL,	927	635	1,562	1,562	1,532	
CARS—FREIGHT SERVICE.						
Box cars,	2,925	1,833	4,813	3,966	4,813	Janney 2, 603, Trojan 360, Tower 1, 589, Chicago 82, National 63, American 93, Standard 1, Gould 7, Dowling 5, National-Hinson 10.
Flat cars,	1,314	546	1,860	1,332	1,860	Janney 601, Trojan 304, Tower 874, Chicago 43, National 32, Buckeye 1.
Stock cars,	10	11	21	-	21	Janney 10, Tower 11.
Coal cars,	2,188	969	3,157	2,121	3,157	Janney 1, 157, Trojan 168, Tower 1, 546, Chicago 147, National 33, American 1, Standard 100, Gould 2, Peerless, 2, Acme 1.
Tank cars,	-	1	1	-	1	Tower.
Other cars in freight service, .	102	539	641	-	-	-
TOTAL,	6,539	3,954	10,493	7,439	9,852	
CARS—COMPANY'S SERVICE.						
Officers' and pay cars,	7	4	11	11	11	Janney 3, Miller 6, National-Hinson 2.
Derrick cars,	15	22	37	15	30	Janney 6, Trojan 2, Tower 21, Buckeye 1.
Caboose cars,	174	53	227	161	227	Janney 138, Trojan 1, Tower 75, Chicago, 13.
Other cars in company's service,	107	51	158	69	105	Janney 25, Tower 79, Trojan 1.
TOTAL,	303	130	433	256	373	

Number of 8-wheel cars in passenger service with brakes for all wheels, 1,522

Number of 12-wheel cars in passenger service with brakes for all wheels, 40

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	739
Number of highway grade crossings protected by gates,	175
Number of highway grade crossings protected by flagmen, . . .	178
Number of highway grade crossings protected by electric signals only,	89
Number of highway grade crossings unprotected,	297

Number of highway grade crossings finally abolished during the year,	9
Number of highway grade crossings now in process of abolition,	8
Number of highway grade crossings for abolition of which petition is pending,	83
Number of highway bridges 18 feet (or more) above track,	80
Number of highway bridges less than 18 feet above track,	100
Height of lowest highway bridge above track,	14 ft. 2 in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade (10 in number), viz.:

With Boston & Albany at Westfield. With Boston & Albany at Worcester. With Boston & Albany at South Framingham. With Boston & Albany at Boston. With Fitchburg at Concord Junction. With Fitchburg at Fitchburg. With Boston & Maine at Clinton. With Boston & Maine at South Sudbury. With New England at Walpole. With New England at Medfield Junction.

Number of above crossings at which interlocking signals are established, 9

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
1076, south of Lee, Berkshire Division.	Pile trestle.	Deck plate girder and new abutments.	1 span, 47 feet, 8 inches, 1 track.	Pennsylvania Steel Co.
1090, south of Pittsfield, Berkshire Division.	Single track Howe truss.	Deck truss and new abutment and pier.	1 span, 87 feet, 7 inches, 2 tracks.	Edgemoor Bridge Works.
1091, south of Pittsfield, Berkshire Division.	Single track timber stringer.	Deck plate girder and new pier and abutment.	1 span, 20 feet, 2 tracks.	Edgemoor Bridge Works.
262, Springfield, Hartford Division.	Plate girder.	Plate girder.	3 spans, 1 20 feet and 2 12 feet, 6 tracks.	Berlin Iron Bridge Co.
685a, Northampton, New Haven Division.	- -	Plate girder.	1 span, 61 feet, 1 1/2 inches, 2 tracks.	Edgemoor Bridge Works.
685c, Northampton, New Haven Division.	- -	Plate girder.	1 span, 81 feet, 1 1/2 inches, 2 tracks.	Edgemoor Bridge Works.
685d, Northampton, New Haven Division.	- -	Plate girder.	1 span, 60 feet, 7 1/2 inches, 2 tracks.	Edgemoor Bridge Works.
685ab, Northampton, New Haven Division.	- -	Brick arch.	1 span, 12 feet, 2 tracks.	J. J. O'Brien & Co., 258 B'w'y, New Y'k, N.Y.
678, north of Southampton, New Haven Division.	Iron deck truss.	Plate girder.	1 span, 84 feet, 8 inches, 1 track.	New Jersey Steel and Iron Co.
587a, 26 miles south of Marlborough Junction station, Northern Division.	- -	Plate girder.	1 span, 39 feet, 6 inches, 2 tracks.	Edgemoor Bridge Works.
603a, 50 miles north of Gates Crossing station, Northern Division.	- -	Plate girder.	1 span, 59 feet, 6 inches, 3 tracks.	Berlin Iron Bridge Co.
52, .73 mile north of Blackstone, Worcester Division.	Wood Howe truss.	Plate girder.	1 span, 95 feet, 2 tracks.	Pencoyd Iron Works.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
792, Holyoke Frt. Br., Northampton Division.	Iron Pratt truss.	New south abutment built and general repairs made to bridge on account of washout. The span over highway riveted.
678, north of Southampton, Northampton Division.	Plate girder.	
1075, south of Lee, Berkshire Division.	Plate girder.	New pier and south abutment built and north abutment repointed. New abutments built.
1106, south of West Stockbridge, Berkshire Division.	Pile trestle.	
237, Shades Ferry bridge, 17 miles south of Brayton station on F., W. & B. Branch, Worcester Division.	Iron truss.	Wagon highway floor strengthened by new floor beams; also some main pier bearings in trusses improved and reinforced. Two new stringers.
411, Whitman, Plymouth Division.	Wooden stringer.	
89, Taunton, Taunton Division.	Wooden trestle.	Four new sills, two new posts and four new stringers. Twenty-nine new piles driven.
105, Taunton, Taunton Division.	Pile bridge.	Eleven new piles driven.
117, Somerset, Taunton Division.	Pile bridge.	Twenty-six new piles driven.
119, Somerset, Taunton Division.	Pile bridge.	Trusses, beam and stringers strengthened.
119A, Somerset, Taunton Division.	Iron truss draw-bridge	Ten new piles driven.
219, Taunton, Taunton Division.	Pile bridge.	One new stringer.
481, Fall River, Taunton Division.	Pile bridge.	Five new stringers.
483, Fall River, Taunton Division.	Pile bridge.	One new stringer.
703, Middleborough, Cape Cod Division.	Wooden stringers.	
751, Bourne, Cape Cod Division.	Wooden stringers.	New stringer.
757, Falmouth, Cape Cod Division.	Wooden stringers.	New stringer.

Total length of pile and trestle bridging (in feet), . . . 13,876

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	2	-	-	-	2	-	7
Employees, .	10	67	-	-	10	67	40	219
Other persons,	-	3	30	36	30	39	148	111
TOTALS, .	10	72	30	36	40	108	188	337

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 7, 1897. — Northborough: Hillman Couston, walking track, struck by train; right arm broken.

July 7. — Buzzard's Bay: William Gillis fell from car while switching; leg and ankle broken.

July 8. — Northampton: E. Kervin, yard brakeman, hand injured while coupling cars.

July 14. — Surfside: Joseph Levins, walking track; struck by electric train; seriously injured.

July 17. — Worcester: Walter Banks, run over by switching train, attempting to board the same; left leg cut off and right foot crushed.

July 19. — Boston: D. L. Howe, yard brakeman, fell from top of car while switching; left leg injured, amputated later.

July 19. — Millville: unknown man, said to be Barney Gannor of Natick, walking track, killed by train.

July 23. — Farnumsville: unknown man, standing on track, killed by train.

July 31. — Boston: James McKeller, right leg broken and right knee cap fractured by a drag rope breaking while trying to haul engine on track.

August 4. — Turner's Falls: C. P. Olds, passenger, slightly injured by sudden stopping of train.

August 5. — Taunton: M. F. Ledwick, brakeman, fell from top of car; left arm fractured, also severe scalp wounds.

August 9. — Attleborough: William Keegan, car inspector, riding on top of caboose, left arm broken by being caught between overhead bridge and monitor.

August 10. — Heath Street: Charles Geer, aged three, found on track with severe injuries about the head; it is supposed a train struck him.

August 10. — Attleborough: W. B. Greer, conductor, right hand caught while coupling cars; two middle fingers afterwards amputated.

August 26. — Northampton: H. C. Dodge, bridge carpenter, fell from Kimball & Carey's coal shed and was seriously injured.

August 26. — South Framingham: W. W. Pratt and A. Porter, driving across track, struck by train; Mr. Pratt's head and leg bruised, Mr. Porter's left leg fractured.

August 27. — W. H. Carroll, brakeman in yard at Springfield, thrown from box car to the ground: bones in foot broken.

August 31. — Taunton: William Dooley, yard brakeman, fell from car on account of brake wheel coming off; feet badly crushed, left foot afterwards amputated.

September 1. — Waveland: J. S. Waddell, conductor, fell from motor car; injured internally.

September 2. — Attleborough: C. S. Farrington, brakeman, while staking a car of coal was thrown to the ground; five ribs broken and jaw fractured.

September 3. — Sharon Heights: G. Guleseppe, an Italian laborer, badly injured by a train.

September 6. — Worcester: A. O'Malley, teamster, walking track, killed by train.

September 7. — John Duggan, walking on track, struck by train No. 628, at Hatfield, and killed.

September 10. — Boston: Horace Saunders, brakeman, struck by car being switched; two ribs broken.

September 11. — Westfield: John Parks, yard brakeman, right arm cut off while trying to get on a switcher.

September 12. — Power: J. McDermott, walking on bridge, struck by train; leg broken and arm bruised.

September 15. — Westfield: G. Bryant, yard brakeman, toe smashed by stone on flat car shifting while car was being switched.

September 24. — Myricks: I. N. Cole, walking on track, struck by train; two ribs broken and bad scalp wound.

October 1. — Worcester: William Conway, lying on track, struck by train; one rib and collar bone broken, hand cut off and internally injured.

October 6. — Northampton: Giovanni Gocannucci, employed by contractors, struck by work train and killed.

October 6. — Boston: Edwin Martin, walking across track, near train shed, struck by car which was being switched; right leg cut off.

October 10. — Worcester: Eli Rock, attempting to board train, fell off; four fingers of right hand severed.

October 11. — New Bedford: Daniel McAuliffe, yard brakeman, coupling cars; finger and thumb crushed.

October 12. — Brockton: E. F. Gorman, struck by train and instantly killed.

October 12. — Dedham: Fred. Boenburgher, walking track, struck by train; left ankle broken and otherwise bruised.

October 15. — Taunton: T. F. Packard, brakeman, right hand caught and crushed coupling cars; thumb and two fingers amputated.

October 16. — Forest Hills: F. J. Dacey, brakeman, several bones of hand broken, being caught between car and pipe in car.

October 20. — Dedham: F. B. Spencer, brakeman, coupling cars, caught right hand, losing index finger and end of thumb.

October 21. — Crescent Avenue: Mrs. Annie A. Rideout stepped in front of train, instantly killed; suicide evidently intended.

October 21. — Tremont: Captain Jonathan Collins of Provincetown, standing on station platform too near track, struck by train and knocked under wheels; instantly killed.

October 27. — Boston: C. E. Piper, yard brakeman, one finger of left hand broken, being caught in car between car and pipe.

October 29. — Concord Junction: Timothy L. Sheehan, clerk, running on platform, fell over baggage truck, breaking his leg.

November 4. — Westfield: W. J. Rooney, yard brakeman, injured while coupling cars.

November 6. — North Easton: John Hayden, brakeman, in pulling pin broke arm at the elbow.

November 7. — Mansfield: Mrs. William Lyons struck by train on private crossing; skull fractured.

November 8. — Bridgewater Junction: Michael Galvin, walking track, struck by train; seriously injured.

November 13. — Fall River wharf: George Brant, yard brakeman, fell from cars; right foot cut off at ankle.

November 13. — South Braintree: Peter Tallou, yard brakeman, jumping from engine, fell and broke right knee cap.

November 18. — South Worcester: Fred Livsey, freight brakeman, fingers caught and jammed while coupling cars; amputation necessary.

November 18. — Valley Falls (in town of Attleborough): Mrs. Almira Fenton attempted to rescue her child from in front of train; both killed.

November 20. — East Taunton: John Ashworth, walking on track, killed by train.

November 23. — Congamond: A. Moran, freight brakeman, fell from train; slightly hurt.

November 24. — Roxbury: W. N. Harding found dead on track, evidently having been struck by passing night train.

November 24. — James Emory, brakeman in yard at Springfield, had hand injured between dead-woods, coupling cars.

November 29. — East Taunton: Michael Luce, brakeman, fell from freight train; foot run over and crushed and head cut.

November 30. — South Boston: unknown man found fatally injured, probably struck by train.

November 30. — South Worcester: J. H. Gallagher, freight conductor, fell from his train; left arm run over and crushed.

December 1. — Blackstone: L. D. Brown, head brakeman, fell from top of car; legs run over, seriously injured.

December 7. — Boston: James Burke, section foreman, struck by switching engine and seriously injured.

December 14. — Boston: Mrs. Annie Murphy, killed while walking track.

December 20. — Westfield: T. Kelly, yard brakeman, finger hurt, coupling cars.

December 21. — Hanover: Virgil D. P. Foster, walking track, killed by train.

December 23. — Quincy Adams: the body of Henry Worsdall was found on track, having evidently been struck by train.

December 29. — Crescent Avenue: Frank Bowker, walking track, struck by train and seriously injured.

December 31. — Boston: W. F. Darling, baggage master, coupling cars, had hand badly jammed.

Jan. 1, 1898. — Roslindale: A. Reinhart, struck on South Street crossing and seriously injured.

January 4. — Springfield: John H. Burbank, car cleaner, walking on track near Bridge Street, struck by switch engine and left leg fractured.

January 4. — Sagamore: I. Cook, section man, struck by bar; leg broken.

January 6. — Whitins: Samuel Vining, freight brakeman, attempting to board train, foot run over and crushed.

January 7. — Roxbury: unknown man struck and seriously injured by a passing train.

January 11. — North Easton: Miss S. A. Plummer, crossing tracks, struck by train and injured.

January 13. — Boston: Patrick Jones, car cleaner, caught between platform and cars; badly injured.

January 18. — Tremont: John Schofield, found on track, seriously injured, having been struck by train.

January 21. — Westfield: James Reagan, yard conductor, right hand injured, coupling cars.

January 22. — Attleborough: Mrs. Mildred Shepard (colored) crawled under gates at crossing; struck by train and seriously injured.

January 25. — Pope's Hill: the body of Thomas Wiseman found beside track, evidently having been struck by train.

January 26. — Blackstone: Edward Calcut stepped in front of cars being switched; was run over, head and ear cut and shoulder blade broken.

January 27. — Northampton: Geo. Giles, yard brakeman, jumped from car and had leg and toe injured.

January 27. — Westfield: M. E. Teahan, yard brakeman, leg hurt while coupling cars.

January 28. — Taunton: Michael Gibbons, attempted to cross tracks after gates were down; struck by train and killed.

January 30. — Worcester: William Kennedy, freight brakeman, fell from ladder of freight car, breaking collar bone.

February 2. — South Framingham: John Desmond, walking track, struck by train and killed.

February 2. — Northampton: J. Breckinridge, yard conductor, hand injured coupling cars.

February 3. — Pittsfield: Geo. Freeman, fireman, run over by switch engine No. 58; both legs cut off. He slipped and fell on snow.

February 8. — Springfield: Albert C. Johnson fell from train No. 84, between signal tower and stone arch, and fractured knee pan.

February 8. — Mount Hope: E. J. Fitzpatrick, running to catch his train, struck by another train and killed.

February 8. — West Leominster: F. M. Sargent, assistant road master, struck by train and killed.

February 17. — Springfield: Mrs. Jennie Clark, struck by engine and seriously injured; attempting to cross track ahead of train.

February 22. — Millville: Thomas Fleming, walking track, fell through bridge; arms and hip broken.

February 23. — Readville: F. J. Dacey, brakeman, fell from engine, dislocating right hip.

February 24. — Great Barrington: Wesley Phillips, brakeman, severe bruises about legs and body by falling from top of box car; stepping from one car to another, when they parted.

March 5. — Holyoke: James Walsh, trespasser, slightly hurt by being squeezed between tender of engine and bank wall.

March 6. — Braintree: Arsierdi Melki and S. Rinars, walking track, struck by train; both badly injured.

March 12. — Three-fourths mile south of Pittsfield station: Cornelius Sullivan, run over and killed; walking track.

March 14. — Sharon Heights: Patrick Murphy, attempting to board train, fell under wheels; one leg crushed below knee.

March 15. — Canton Junction: E. B. Spencer, freight brakeman, fell between cars while switching; one leg run over near ankle.

March 18. — South Framingham: John Marble, crossing track with team; killed by train.

March 19. — Mansfield: James Brown, crossing tracks; killed by train.

March 19. — Holyoke: P. McDonald, unloading freight from car on siding, slightly injured by switcher striking car.

March 21. — Westfield: George Lowrey, attempting to steal ride, run over and legs cut off.

March 21. — Boston: John Gaffey, thrown by hand-car jumping track; wrist broken.

March 22. — Holbrook: J. B. Sears, brakeman, uncoupling cars; run over, hand and leg crushed.

March 25. — Attleborough: Houlton Smith, aged six, in attempting to cross tracks ahead of train, struck and instantly killed.

March 30. — Quincy Adams: Dennis O'Brien, brakeman, fell from top of car; run over, leg crushed, back and head injured.

April 1. — Just south of Pittsfield station: Phelps Hyde, jumped from train No. 1429; slight scratches and bruises. He was intoxicated, and opened gate on car before train men could prevent.

April 2. — Roxbury: L. W. George, fireman, crossing track, struck by train and killed.

April 6. — Taunton: James Tinkham, crawling under gates at crossing, struck by train and killed.

April 6. — East Junction: F. W. Grant, brakeman, fell from train; instantly killed.

April 8. — Boston: Peter Rochford, while switching cars thrown from one car to another; nose broken and head bruised.

April 8. — Atlantic: Louis Merchant, brakeman, fell from train and killed.

April 12. — South Boston: body of unknown man found on tracks.

April 12. — Clinton: Martin O'Malley, instantly killed; hand car struck by engine.

April 14. — Northampton: M. Neville, yard brakeman, in making coupling slipped and had toes injured.

April 25. — Cohasset: an Italian laborer had ankle broken by rail dropping on same.

April 25. — Quincy: P. McPherson and R. McPherson, walking track, struck by locomotive; former's arm broken; the latter's elbow and knee pan fractured and several cuts.

April 25. — Springfield: C. F. McCann, brakeman, fell from car by reason of lag screw pulling out of grab iron; knee slightly injured.

April 25. — Holyoke branch: M. Beilly, freight brakeman, fell from train and injured hip.

April 27. — South Braintree: an unknown man found beside track, with fractured skull.

April 27. — Mansfield: D. W. Hurl, brakeman, finger crushed coupling cars.

May 5. — Mansfield: Arthur Watson, section man, walking track; killed by train.

May 6. — Leominster: John Smith, walking track; killed by train.

May 9. — West Quincy: J. H. O'Brien, either attempted to board train or attempted suicide: run over and fatally injured.

May 10. — Worcester: George Davis, crossing tracks ahead of train; killed by train.

May 14. — Scituate: F. A. Annable, brakeman, while running around cars on siding, fell; arm fractured.

May 16. — Lancaster Mills: C. H. Aldrich, brakeman, fell between cars and was killed.

May 21. — Canton Junction: Arthur Quinn, walking track, struck by train; right arm broken.

May 24. — Roxbury: unknown man, walking track, killed by train.

May 26. — South Braintree: Walter Brown, brakeman, thrown from car while switching; run over, left thigh fractured and foot crushed.

May 26. — Boston: Car Inspector Lynch and Della Butler, a car cleaner, were injured; two passenger cars kicked and collided with two others.

May 26. — Boston: E. S. Randall, yard brakeman, thumb broken coupling cars.

June 3. — Whittenton: A. D. Ferrin, stealing ride, jumped or fell from train; legs cut off.

June 3. — New Bedford: E. R. Bently, riding alongside track on bicycle, collided with crossing gate; internally injured.

June 4. — New Bedford: Peter Boyer, driving on private crossing, struck by engine; seriously injured.

June 6. — Holyoke: C. M. Goss, yard brakeman, eye injured by coupling pin flying out.

June 10. — Marshfield Hills: William E. Wade, brakeman, fell between top of cars, under wheels; fatally injured.

June 10. — Mansfield: R. Muzzey, brakeman, thrown from monitor to floor of caboose; badly injured.

June 18. — East Bridgewater: P. Crowley, crossing man, stepped in front of cars being switched; run over and killed.

June 16. — Clinton: child, named C. N. Cambridge, killed by train.

June 21. — Westfield: W. O. Vaughn, freight brakeman, fell from train No. 617 in yard; slightly injured.

June 23. — Westfield: M. Connors, section laborer, face injured while loading rail.

June 23. — Holbrook: Frank Murray, prisoner, jumped from train; leg broken.

June 24. — Central: George S. Royce, killed by train.

June 24. — Fall River: Charles E. Brown, lying on ground near track, struck by train; right foot badly cut and bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. John M. Hall, *Vice-President*, New Haven, Conn. William L. Squire, *Treasurer*, New Haven, Conn. Wm. D. Bishop, Jr., *Secretary*, Bridgeport, Conn. William E. Barnett, *Attorney*, New Haven, Conn. H. M. Kochersperger, *Comptroller*, New Haven, Conn. W. E. Chamberlain, *General Manager*, Boston, Mass. C. H. Platt, *General Superintendent Western District*, New Haven, Conn. C. Peter Clark, *General Superintendent Eastern District*, Boston, Mass. S. A. Gardner, *General Superintendent Marine District*, Pier 19, North River, New York, N. Y. Geo. L. Connor, *Passenger Traffic Manager*, New Haven, Conn. A. C. Kendall, *General Passenger Agent Eastern District*, Boston, Mass. C. T. Hempstead, *General Passenger Agent Western District*, New Haven, Conn. O. H. Taylor, *General Passenger Agent Marine District*, Pier 19, North River, New York, N. Y. J. M. Williams, *General Freight Agent Eastern and Marine Districts*, Boston, Mass. N. A. Willcox, *General Freight Agent Western District*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William D. Bishop, Bridgeport, Conn. Henry C. Robinson, Hartford, Conn. Charles P. Clark, New Haven, Conn. Joseph Park, New York, N. Y. Chauncey M. Depew, New York, N. Y. Henry S. Lee, Springfield, Mass. William Rockefeller, New York, N. Y. Leverett Brainard, Hartford, Conn. J. Pierpont Morgan, New York, N. Y. George Macculloch Miller, New York, N. Y. John M. Hall, New Haven, Conn. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Royal C. Taft, Providence, R. I. Charles F. Brooker, Torrington, Conn. Carlos French, Seymour, Conn. George J. Brush, New Haven, Conn. I. De Ver Warner, Bridgeport, Conn. Arthur D. Osborne, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES P. CLARK,
JOHN M. HALL,
WM. D. BISHOP,
CARLOS FRENCH,
GEO. J. BRUSH,
ROYAL C. TAFT,
HENRY C. ROBINSON,
CHAS. F. BROOKER,
LEVERETT BRAINARD,
I. DE VER WARNER,
HENRY S. LEE,
ARTHUR D. OSBORNE,

Directors.

W. L. SQUIRE,

Treasurer.

W. E. CHAMBERLAIN,

General Manager.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. Sept. 10, 1898. Then personally appeared the above-named Charles P. Clark, John M. Hall, Wm. D. Bishop, Carlos French, Geo. J. Brush, Royal C. Taft, Henry C. Robinson, Charles F. Brooker, Leverett Brainard, I. De Ver Warner, Henry S. Lee and Arthur D. Osborne, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,

Notary Public.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. Sept. 12, 1898. Then personally appeared the above-named W. L. Squire and W. E. Chamberlain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,

Notary Public.

RETURN

OF THE

NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$3,000 00
Income from other sources:	
Rent of hall,	\$100 00
Interest on deposits,	11 08
	111 03
GROSS INCOME,	\$3,111 03
Expenses and charges upon income accrued during the year:	
Taxes,	\$248 59
Other expenses and charges upon income:	
sundries,	8 75
TOTAL EXPENSES AND CHARGES UPON INCOME,	252 34
NET DIVISIBLE INCOME,	\$2,858 69
Dividends declared (2½ per cent),	2,500 00
Surplus for the year ending June 30, 1898,	\$358 69
Amount of surplus June 30, 1897,	184 71
TOTAL SURPLUS JUNE 30, 1898,	\$543 40

GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road,	\$100,000 00
Cash,	543 40
TOTAL,	\$100,543 40
LIABILITIES.	Cr.
Capital stock,	\$100,000 00
Profit and Loss balance (surplus),	543 40
TOTAL,	\$100,543 40

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	49	
Number of stockholders in Massachusetts,	48	
Amount of stock held in Massachusetts,	\$99,900 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	4.000	4.000
Length of side track, etc.,	1.370	1.370
TOTAL LENGTH OF TRACK OWNED,	5.370	5.370

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,

NORTH BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alden Batcheller, *President*, North Brookfield, Mass. James Miller, *Vice-President*, North Brookfield, Mass. John B. Dewing, *Treasurer*, North Brookfield, Mass. Geo. R. Hamant, *Clerk of Corporation*, North Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alden Batcheller, North Brookfield, Mass. Theodore C. Bates, North Brookfield, Mass. James Miller, North Brookfield, Mass. John B. Dewing, North Brookfield, Mass. Geo. R. Hamant, North Brookfield, Mass. Edward A. Batcheller, North Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ALDEN BATCHELLER,
JAMES MILLER,
E. A. BATCHELLER,
F. R. DOANE,
JOHN B. DEWING,

Directors.

JOHN B. DEWING,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. AUG. 30, 1898. Then personally appeared the above-named Alden Batcheller, James Miller, E. A. Batcheller, F. R. Doane and John B. Dewing, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. R. HAMANT,
Justice of the Peace.

RETURN OF THE NORWICH & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$254,136 00
Income from other sources: interest received,	2,410 66
GROSS INCOME,	\$256,546 66
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,148 50
Interest on funded debt,	82,600 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	83,748 50
NET DIVISIBLE INCOME,	\$222,798 16
Dividends declared (8 per cent on 27,692 shares),	221,536 00
Surplus for the year ending June 30, 1898,	\$1,262 16
Amount of surplus June 30, 1897,	919,198 81
Credits to profit and loss account during the year:	
Corporation fund,	\$14,506 12
Premium on bonds sold,	17,832 00
TOTAL CREDITS,	\$31,838 12
Debits to profit and loss account during the year: paid to New England Railroad Co.,	15,149 29
NET AMOUNT CREDITED TO PROFIT AND LOSS,	16,688 83
TOTAL SURPLUS JUNE 30, 1898,	\$937,144 30

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.	DR.
Cost of road,	\$3,210,986 42
Cost of equipment,	179,750 67
Lands in Massachusetts,	\$3,107 08
Lands in Connecticut,	9,785 00
Stock of Norwich & New York Transportation Company,	12,892 08
	500,000 00
TOTAL PERMANENT INVESTMENTS,	\$3,903,629 17

1899.]

NORWICH & WORCESTER.

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Cash,	\$79,160 48	
Bills receivable,	285,000 00	
Other cash assets,	14,408 87	
TOTAL CASH AND CURRENT ASSETS,		\$378,569 35
Materials and supplies,		450,869 65
TOTAL,		\$4,733,068 17
LIABILITIES.		
Capital stock, common,	\$6,600 00	
Capital stock, preferred,	2,769,200 00	
TOTAL CAPITAL STOCK,		\$2,775,800 00
Funded debt,		955,000 00
Current liabilities:		
Dividends not called for,	\$3,023 00	
Matured interest coupons unpaid,	180 00	
Rentals due and unpaid (including rentals due July 1),	59,844 00	
Miscellaneous current liabilities: account current with the New England Railroad Company,	2,076 87	
TOTAL CURRENT LIABILITIES,		65,123 87
Profit and Loss balance (surplus),		937,144 20
TOTAL,		\$4,733,068 17
CAPITAL STOCK.		
Capital stock authorized by law, preferred,	\$3,825,000 00	
Capital stock authorized by votes of company, preferred,	2,769,200 00	
Capital stock issued and outstanding, common,		\$6,600 00
Capital stock issued and outstanding, preferred,		2,769,200 00
Total capital stock outstanding,		\$2,775,800 00
Number of shares issued and outstanding, common,	66	
Number of shares issued and outstanding, preferred,	27,692	
Total number of shares outstanding,	27,758	
Number of stockholders, preferred,	915	
Number of stockholders in Massachusetts, preferred,	756	
Amount of stock held in Massachusetts, preferred,	\$2,233,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Debenture bonds,	4	March 1, 1927,	\$255,000 00	\$32,600 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 66.160	Miles. 18.240
Length of side track, etc.,	27.250	9.430
TOTAL LENGTH OF TRACK OWNED,	93.410	27.670

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. Massena M. Whittemore,
Treasurer and Clerk of Corporation, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass.
 Josiah H. Clarke, Worcester, Mass. Francis H. Dewey, Worcester, Mass.
 A. George Bullock, Worcester, Mass. Charles P. Cogswell, Norwich, Conn.
 Edward C. Thayer, Keene, N. H. Stephen Salisbury, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are
 full, just and true.

A. G. BULLOCK,
 THOS. B. EATON,
 JOSIAH H. CLARKE,
 FRANCIS H. DEWEY,
 CHARLES P. COGSWELL,
 STEPHEN SALISBURY,
Directors.
 M. M. WHITTEMORE,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN, ss. AUG. 18, 1898. Then personally appeared the above-
 named M. M. Whittemore, and made oath that the foregoing certificate by
 him subscribed is, to the best of his knowledge and belief, true.

Before me,

A. S. MAY,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 31, 1898. Then personally appeared the above-named Thos. B. Eaton, Josiah H. Clark, Francis H. Dewey, Stephen Salisbury and A. G. Bullock, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. E. MERRILL,
Justice of the Peace.

STATE OF CONNECTICUT.

NORWICH, ss. SEPT. 5, 1898. Then personally appeared the above-named Charles P. Cogswell, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

IRA L. PECK,
Notary Public.

RETURN OF THE OLD COLONY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$1,825,367 48
GROSS INCOME,	\$1,825,367 48
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$10,010 32
Interest on funded debt,	633,996 66
Interest and discount on unfunded debts and loans,	20,487 50
TOTAL EXPENSES AND CHARGES UPON INCOME,	664,494 48
NET DIVISIBLE INCOME,	\$1,160,873 00
Dividends declared (7 per cent),*	\$1,160,873 00
Amount of surplus June 30, 1897,	\$772,106 40
Debits to profit and loss account during the year: claims paid for fire damage, etc., prior to the lease,	5,947 41
TOTAL SURPLUS JUNE 30, 1898,	\$766,158 99

GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$27,394,553 60
Cost of equipment,	3,161,518 83
Stock of Old Colony Steamboat Company,	\$1,277,500 00
Stock of New York, Providence & Boston and Old Colony Railroad Terminal Company,	52,850 00
Stock of Boston Terminal Company,	100,000 00
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Company,	15,340 83
Stock of Union Freight Railroad Company,	79,014 42
Stock of Fall River Railroad Company,	245 00
Stock of Lowell & Framingham Railroad Co.,	10,529 69

* October 1, 1897, 1½ per cent on 166,089 shares,	\$288,905 75
January 1, 1898, 1½ per cent on 166,089 shares,	290,655 75
April 1, 1898, 1½ per cent on 166,089 shares,	290,655 75
July 1, 1898, 1½ per cent on 166,089 shares,	290,655 75
	\$1,160,873 00

Stock of Providence, Warren & Bristol Railroad Company,	\$1,600 00	
Stock of Sea View Hotel & Wharf Company,	2,020 00	
Stock of Oak Bluffs Land & Wharf Company,	80 00	
Other permanent property: Providence terminal improvements,		\$1,539,179 94 74,016 78
TOTAL PERMANENT INVESTMENTS,		\$32,169,269 15
Cash,	\$409,881 32	
Bills receivable,	83,322 06	
Due from solvent companies and individuals,	55,860 00	
TOTAL CASH AND CURRENT ASSETS,		499,063 38
Other assets and property: Boston & Providence Railroad improvement account,		3,106,587 02
TOTAL,		\$35,774,919 55
LIABILITIES.		
Capital stock,		\$16,608,900 00
Stock liability,		8,725 00
Funded debt,		15,267,200 00
Real estate mortgages,		175,000 00
Current liabilities:		
Loans and notes payable,	\$562,000 00	
Audited vouchers and accounts,	90,112 08	
Dividends not called for,	16,221 81	
Dividend due July 1, 1898,	290,655 75	
Matured interest coupons unpaid (including coupons due July 1),	153,843 50	
TOTAL CURRENT LIABILITIES,		1,112,833 14
Accrued liabilities: interest accrued and not yet due,		72,602 50
Premium on stock and bonds sold,		1,763,499 92
Profit and Loss balance (surplus),		766,158 99
TOTAL,		\$35,774,919 55
PROPERTY ACCOUNTS.		
Additions to construction account:		
Bridging,	\$6,429 83	
Lands, land damages and fences,	11,141 44	
Elimination of grade crossings,	76,820 95	
Other additions to construction account: build- ings and plant for electric power,	23,227 38	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$117,119 05
Other expenditures charged to property accounts: Boston & Providence Railroad improvement account,		267,812 97
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$384,932 02
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Gravel and filling used in removing grade crossings,	\$35,395 00	
Sale of old building,	171 64	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		35,566 64
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$349,365 38

CAPITAL STOCK.		
Capital stock authorized by law,*	\$20,000,000 00	
Capital stock authorized by votes of company,	20,000,000 00	
Capital stock issued and outstanding,		\$16,608,900 00
Scrip convertible into stock,		107 37
Other paid stock liability,		8,617 63
TOTAL CAPITAL STOCK LIABILITY,		\$16,617,625 00
Number of shares issued and outstanding,	166,089	
Number of stockholders,	5,487	
Number of stockholders in Massachusetts,	5,252	
Amount of stock held in Massachusetts,	\$15,680,000 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Real estate in South Boston,	Per Cent. 4	Aug. 25, 1899,	\$175,000 00	\$7,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
New Bedford R.R. bonds (matured),	Per Cent. -	July 1, 1894,	\$1,000 00	-
Agricultural Branch Railroad bonds (matured),	-	July 1, 1884,	4,000 00	-
Fitchburg & Worcester Railroad bonds (matured),	-	Oct. 1, 1881,	200 00	-
B. C., F. & N. B. Railroad bonds, first mortgage,	5	Jan. 1, 1910,	1,912,000 00	\$95,575 00
Old Colony Railroad plain bonds, coupon and registered,	6	Aug. 1, 1897,	2,000 00	46,440 00
Old Colony Railroad plain bonds, coupon,	4½	April 1, 1904,	498,000 00	22,455 00
Old Colony Railroad plain bonds, registered,	4	July 1, 1904,	750,000 00	30,000 00
Old Colony Railroad plain bonds, gold, registered and coupon,	4	Feb. 1, 1924,	3,000,000 00	118,140 00
Old Colony Railroad plain bonds, registered,	4	Jan. 1, 1933,	4,000,000 00	160,000 00
Old Colony Railroad plain bonds, registered and coupon,	4	Dec. 1, 1925,	5,100,000 00	178,796 66
Interest paid on bonds matured Dec. 1, 1897,	-	-	-	4,500 00
TOTALS,			\$15,267,200 00	\$655,906 66

* Additional authority has been given to issue stock for certain grade crossing improvements, subject to the approval of the Railroad Commissioners.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	368.890	362.700
Length of branch line,	138.560	136.430
TOTAL LENGTH OF LINE OWNED,	507.450	499.130
Length of second track,	155.420	155.420
Length of third track,	5.120	5.120
Length of fourth track,	3.660	3.660
Length of side track, etc.,	227.810	221.870
TOTAL LENGTH OF TRACK OWNED,	899.460	875.200

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,

ROOM 205, SEARS BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Charles L. Lovering, *Vice-President*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Charles P. Clark, New Haven, Conn. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. Charles L. Lovering, Taunton, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
THOS. DUNN,
CHARLES L. LOVERING,
CHARLES P. CLARK,
THOS. J. BORDEN,
JOHN S. BRAYTON,
Directors.
B. B. TORREY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 2, 1898. Then personally appeared the above-named Charles F. Choate, Thomas Dunn, Charles L. Lovering, Charles P. Clark, Thomas J. Borden and John S. Brayton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

RETURN OF THE PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$22,500 00
Dividends declared (5 per cent),		\$22,500 00
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$438,752 57
Cost of equipment,		11,247 43
TOTAL,		\$450,000 00
LIABILITIES.		CR.
Capital stock,		\$450,000 00
TOTAL,		\$450,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	450,000 00	
Capital stock issued and outstanding,		\$450,000 00
Number of shares issued and outstanding,	4,500	
Number of stockholders,	106	
Number of stockholders in Massachusetts,	98	
Amount of stock held in Massachusetts,	\$444,600 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 18.650	Miles. 18.650
Length of side track, etc.,	7.220	7.220
TOTAL LENGTH OF TRACK OWNED,	25.770	25.770

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Charles E. Stevens, *Treasurer*,
Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Albert
C. Houghton, North Adams, Mass. Edward Jackson, Boston, Mass. James
A. Rumrill, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

J. A. RUMRILL,
FRANCIS H. APPLETON,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 6, 1898. Then personally appeared the above-named
J. A. Rumrill, Francis H. Appleton and C. E. Stevens, and severally made
oath that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,
Justice of the Peace.

RETURN
OF THE
PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL BALANCE SHEET JUNE 30, 1898.				
ASSETS.			Dr.	
Cost of road,				\$305,000 00
TOTAL,				\$305,000 00
LIABILITIES.			Cr.	
Capital stock,				\$80,000 00
Funded debt,				225,000 00
TOTAL,				\$305,000 00
CAPITAL STOCK.				
Capital stock authorized by law,	\$240,000 00			
Capital stock authorized by votes of company,	80,000 00			
Capital stock issued and outstanding,				\$80,000 00
Number of shares issued and outstanding,	800			
Number of stockholders,	23			
Number of stockholders in Massachusetts,	23			
Amount of stock held in Massachusetts,	\$80,000 00			

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 5	Jan. 1, 1912,	\$225,000 00	-

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 15.030	Miles. 15.030
Length of side track, etc.,	1.020	1.020
TOTAL LENGTH OF TRACK OWNED,	16.050	16.050

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

T. D. Shumway, *President and Treasurer*, Plymouth, Mass. L. T. Robbins,
Vice-President, Plymouth, Mass. B. A. Hathaway, *Clerk of Corporation*,
Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. W. Mixter, Plymouth, Mass. L. T. Robbins, Plymouth, Mass. T. D.
Shumway, Plymouth, Mass. N. Morton, Plymouth, Mass. James Millar,
Plymouth, Mass. Geo. F. Morse, Carver, Mass. A. T. Savery, Middlebor-
ough, Mass. Jos. T. Beals, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

L. T. ROBBINS,
T. D. SHUMWAY,
NATHANIEL MORTON,
JAMES MILLAR,
JASON W. MIXTER,
Directors.
T. D. SHUMWAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. SEPT. 27, 1898. Then personally appeared the above-named
Leavitt T. Robbins, Thomas D. Shumway, Nathaniel Morton, James Millar
and Jason W. Mixter, directors of the Plymouth & Middleborough Railroad
Company, and severally made oath that the foregoing certificate by them sub-
scribed is, to the best of their knowledge and belief, true.

Before me,

B. A. HATHAWAY,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$58,198 00
Expenses and charges upon income accrued during the year:	
Interest on funded debt,	37,500 00
NET DIVISIBLE INCOME,	\$20,698 00
Dividends declared (4 per cent),	\$20,698 00
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road and equipment,	\$1,267,450 00
TOTAL,	\$1,267,450 00
LIABILITIES.	Cr.
Capital stock,	\$517,450 00
Funded debt,	750,000 00
TOTAL,	\$1,267,450 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	1,000,000 00
Capital stock issued and outstanding,	\$517,450 00
Number of shares issued and outstanding,	5,174 1/2
Number of stockholders,	39
Number of stockholders in Massachusetts,	4
Amount of stock held in Massachusetts,	\$58,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	July 1, 1922,	\$750,000 00	\$37,500 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 27.730	Miles. 1.630
Length of side track, etc.,	7.210	.700
TOTAL LENGTH OF TRACK OWNED,	34.940	2.330

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY,
PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Tinkham, *President*, Providence, R. I. William H. Pope, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Tinkham, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. William W. Douglas, Providence, R. I. Stephen O. Metcalf, Providence, R. I. William H. Pope, Providence, R. I. Charles P. Clark, New Haven, Conn. George W. Hobbs (deceased), Uxbridge, Mass. Walter A. Read, Chepachet, R. I. Albert L. Sayles (deceased), Pascoag, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM H. POPE,
WALTER A. READ,
STEPHEN O. METCALF,
WILLIAM TINKHAM,
FENNER H. PECKHAM, JR.,
Directors.
WILLIAM H. POPE,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. AUG. 26, 1898. Then personally appeared the above-named William H. Pope, Walter A. Read and William Tinkham, and on August 27, 1898, also personally appeared Fenner H. Peckham, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWIN C. POTTER,
Notary Public.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. AUG. 26, 1898. Then personally appeared the above-named Stephen O. Metcalf, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GILMAN E. JOPP,
Notary Public.

RETURN
OF THE
PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$7,189 92
Income from other sources: sale of rails,		2 10
GROSS INCOME,		\$7,192 02
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$42 50	
Interest and discount on unfunded debts and		
loans,	4,716 00	
Taxes,	367 06	
Other expenses and charges upon income:		
repairs on buildings,	198 04	
TOTAL EXPENSES AND CHARGES UPON INCOME,		5,823 60
NET DIVISIBLE INCOME,		\$1,868 42
Surplus for the year ending June 30, 1898,		\$1,868 42
Amount of surplus June 30, 1897,		5,626 78
TOTAL SURPLUS JUNE 30, 1898,		\$7,495 20
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$248,861 12
Traffic balances due from other companies,	\$5,805 18	
Other cash assets,	60 00	
TOTAL CASH AND CURRENT ASSETS,		5,365 18
TOTAL,		\$248,726 30
LIABILITIES.		CR.
Capital stock,		\$160,000 00
Current liabilities: loans and notes payable,		81,231 10
Profit and loss balance (surplus),		7,495 20
TOTAL,		\$248,726 30

CAPITAL STOCK.		
Capital stock authorized by law,	\$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued and outstanding,		\$160,000 00
Number of shares issued and outstanding,	1,600	
Number of stockholders,	9	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$159,900 00	

DESCRIPTION OF RAILROAD OWNED.
(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	11.230	11.230
Length of side track, etc.,	3.200	3.200
TOTAL LENGTH OF TRACK OWNED,	14.430	14.430

CORPORATE NAME AND ADDRESS OF THE COMPANY.
PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
Horatio N. Slater, *President and Treasurer*, Webster, Mass. Amos Bartlett,
Vice-President, Webster, Mass. Charles Gerber, *Clerk of Corporation*, Web-
ster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
Horatio N. Slater, Webster, Mass. Amos Bartlett, Webster, Mass. Spauld-
ing Bartlett, Webster, Mass. Elias P. Morton, Webster, Mass. Charles
Gerber, Webster, Mass. Samuel Slater, Washington, D. C. Edwin Bartlett,
North Oxford, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

HORATIO N. SLATER,
AMOS BARTLETT,
SPAULDING BARTLETT,
CHARLES GERBER,
Directors.
HORATIO N. SLATER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.
WORCESTER, ss. SEPT. 2, 1898. Then personally appeared the above-named
Horatio N. Slater, Amos Bartlett, Spaulding Bartlett and Charles Gerber, and
severally made oath that the foregoing certificate by them subscribed is, to
the best of their knowledge and belief, true.

Before me, CHAS. GEO. WINTER,
Justice of the Peace.

RETURN OF THE PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$481,000 00
Income from other sources: interest on balances,		1,548 03
GROSS INCOME,		\$482,548 03
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$5,741 94	
Interest on funded debt,	75,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		80,741 94
NET DIVISIBLE INCOME,		\$351,801 09
Dividends declared (10 per cent),		850,000 00
Surplus for the year ending June 30, 1898,		\$1,801 09
Amount of surplus June 30, 1897,		214,923 73
TOTAL SURPLUS JUNE 30, 1898,		\$216,724 82
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$4,276,250 00
Cost of equipment,		828,887 40
TOTAL PERMANENT INVESTMENTS,		\$5,105,137 40
Cash,	\$30,839 45	
Due from solvent companies and individuals,	80,747 97	
TOTAL CASH AND CURRENT ASSETS,		111,587 42
TOTAL,		\$5,216,724 82
LIABILITIES.		CR.
Capital stock,		\$3,500,000 00
Funded debt,		1,500,000 00
Profit and Loss balance (surplus),		216,724 82
TOTAL,		\$5,216,724 82

CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$3,500,000 00	\$3,500,000 00
Capital stock authorized by votes of company, . . .	3,500,000 00	
Capital stock issued and outstanding,	
Number of shares issued and outstanding, . . .	85,000	
Number of stockholders, . . .	909	
Number of stockholders in Massachusetts, . . .	468	
Amount of stock held in Massachusetts, . . .	\$1,770,200 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, currency, . . .	Per Cent. 4	Oct. 1, 1947,	\$1,500,000 00	\$30,000 00
The above issue was made to the lessees to take up an equal amount of 6 per cent bonds maturing October 1, 1897, upon which six months' interest was paid October 1, 1897, at 6 per cent per annum,* . . .	. . .	. . .	. . .	45,000 00
TOTALS, . . .	. . .	. . .	\$1,500,000 00	\$75,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,†	Miles. 40.900	Miles. 25.500
Length of branch line,	7.000	.500
TOTAL LENGTH OF LINE OWNED,	47.900	26.000
Length of second track,	46.480	24.980
Length of third track,	1.900	-
Length of fourth track,	1.900	-
Length of side track, etc.,	74.980	15.700
TOTAL LENGTH OF TRACK OWNED,	175.160	66.680

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,
PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Providence, R. I.

* All the bonds due October 1, 1897, have been surrendered, paid and cancelled.

† Including only one-half the length of main line and track between Providence station and Boston switch, so called, owned jointly with the Boston & Providence Railroad Corporation.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.
Jonas G. Clark, Worcester, Mass. John W. Danielson, Providence, R. I.
G. Marston Whitin, Whitinsville, Mass. A. George Bullock, Worcester,
Mass. John Nicholas Brown, Newport, R. I.

We hereby certify that the statements contained in the foregoing return
are full, just and true.

MOSES B. I. GODDARD,

JOHN W. DANIELSON,

A. G. BULLOCK,

G. MARSTON WHITIN,

Directors.

WM. A. LEETE,

Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. PROVIDENCE, Sept. 14, 1898. Then personally appeared
the above-named Moses B. I. Goddard, John W. Danielson and A. G. Bul-
lock, and at the same place on the 20th of September, 1898, personally
appeared the above-named G. Marston Whitin and William A. Leete, and
severally made oath that the foregoing certificate by them subscribed is, to
the best of their knowledge and belief, true.

Before me,

WALTER F. ANGELL,

Notary Public.

RETURN
OF THE
RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New England.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$10,000 00
Dividends declared (10 per cent),		\$10,000 00
Amount of surplus June 30, 1897,		\$14,839 63
TOTAL SURPLUS JUNE 30, 1898,		\$14,839 63
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		DR.
Cost of road,		\$112,321 13
Cash,	\$18 50	
Due from solvent companies and individuals,	2,500 00	
TOTAL CASH AND CURRENT ASSETS,		2,518 50
TOTAL,		\$114,839 63
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Profit and Loss balance (surplus),		14,839 63
TOTAL,		\$114,839 63
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	\$2,000 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Mass- achusetts.
Length of main line,	Miles. 6.520	Miles. 6.520
Length of side track, etc., . . . . .	.860	.860
TOTAL LENGTH OF TRACK OWNED,	7.380	7.380

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY,
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. Joseph G. Ray, *Treasurer*,
Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. George
W. Wiggin, Franklin, Mass. James F. Ray, Franklin, Mass. William A.
Wyckoff, Franklin, Mass. Charles P. Clark, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

EDGAR K. RAY,
JOSEPH G. RAY,
JAMES F. RAY,
GEORGE W. WIGGIN,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, September, 1898. Then personally appeared the
above-named Edgar K. Ray, Joseph G. Ray, James F. Ray and George W.
Wiggin, and severally made oath that the foregoing certificate by them sub-
scribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

RETURN OF THE STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$27,172 00
Dividends received on stocks owned: on 84 shares Stockbridge & Pittsfield Railroad Company,	204 00
GROSS INCOME,	\$27,376 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	871 86
NET DIVISIBLE INCOME,	\$27,004 04
Dividends declared (6 per cent),	26,922 00
Surplus for the year ending June 30, 1898,	\$82 04
Amount of surplus June 30, 1897,	9,836 25
TOTAL SURPLUS JUNE 30, 1898,	\$9,918 29
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS. Dr.	
Cost of road,	\$448,700 00
Stock of Stockbridge & Pittsfield Railroad Co. (84 shares),	2,550 00
TOTAL PERMANENT INVESTMENTS,	\$451,250 00
Cash,	7,470 29
TOTAL,	\$458,720 29
LIABILITIES. Cr.	
Capital stock,	\$448,700 00
Current liabilities: dividends not called for,	102 00
Profit and Loss balance (surplus),	9,918 29
TOTAL,	\$458,720 29

CAPITAL STOCK.		
Capital stock authorized by law,	\$550,000 00	
Capital stock authorized by votes of company,	448,700 00	
Capital stock issued and outstanding,		\$448,700 00
Number of shares issued and outstanding,	4,487	
Number of stockholders,	225	
Number of stockholders in Massachusetts,	157	
Amount of stock held in Massachusetts,	\$811,000 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 22.020	Miles. 22.020
Length of side track, etc.,	11.440	11.440
TOTAL LENGTH OF TRACK OWNED,	33.460	33.460

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
STOCKBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel R. Williams, *President*, Stockbridge, Mass. Daniel A. Kimball,
Treasurer and Clerk of Corporation, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel R. Williams, Stockbridge, Mass. Henry W. Taft, Pittsfield, Mass.
Ferdinand Hoffmann, Stockbridge, Mass. John B. Hull, Stockbridge, Mass.
William C. Spaulding, West Stockbridge, Mass. William A. Seymour,
Stockbridge, Mass. Daniel A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

HENRY W. TAFT,
WM. C. SPAULDING,
D. A. KIMBALL,
W. A. SEYMOUR,
Directors.
DANIEL A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. STOCKBRIDGE, July 20, 1898. Then personally appeared
the above-named Henry W. Taft, Wm. C. Spaulding, D. A. Kimball and
W. A. Seymour, and severally made oath that the foregoing certificate by
them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL B. FENN,
Justice of the Peace.

RETURN OF THE STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$21,500 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	409 08
NET DIVISIBLE INCOME,	\$21,090 92
Dividends declared (7 per cent),	21,000 00
Surplus for the year ending June 30, 1898,	\$90 92
Amount of surplus June 30, 1897,	288 63
TOTAL SURPLUS JUNE 30, 1898,	\$379 55
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$276,601 19
Lands in Massachusetts,	21,492 88
TOTAL PERMANENT INVESTMENTS,	\$298,093 57
Cash,	2,285 98
TOTAL,	\$300,379 55
LIABILITIES.	CR.
Capital stock,	\$300,000 00
Profit and Loss balance (surplus),	379 55
TOTAL,	\$300,379 55
CAPITAL STOCK.	
Capital stock authorized by law,	\$300,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued and outstanding,	\$300,000 00
Number of shares issued and outstanding,	8,000
Number of stockholders,	245
Number of stockholders in Massachusetts,	224
Amount of stock held in Massachusetts,	\$280,400 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 13.160	Miles. 13.160
Length of side track, etc.,	4.670	4.670
TOTAL LENGTH OF TRACK OWNED,	17.830	17.830

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,
LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Jacob Rogers, *Treasurer*, Lowell, Mass. Frank E. Dunbar, *Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Sewall G. Mack, Lowell, Mass. George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George S. Motley, Lowell, Mass. Alexander G. Cumnock, Lowell, Mass. James Francis, Lowell, Mass. J. Henry Read, Westford, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
A. W. SULLOWAY,
WILLIAM WHITING,
JOHN A. HALL,
JOS. S. RICKER,
HENRY R. REED,
SAMUEL C. LAWRENCE,
Directors of the Boston & Maine Railroad.
AMOS BLANCHARD,
Treasurer of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 8, 1898. Then personally appeared the above-named Lucius Tuttle, A. W. Sulloway, William Whiting, John A. Hall, Joseph S. Ricker, Henry R. Reed and Samuel C. Lawrence, directors, and Amos Blanchard, treasurer, of the Boston & Maine Railroad, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$60,218 43
Operating expenses,	87,665 59
NET EARNINGS FROM OPERATION,	\$22,547 84
Dividends received on stocks owned: Union Freight Railroad Company,	780 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$23,327 84
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$3,285 18
Taxes,	2,892 27
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,677 45
NET DIVISIBLE INCOME,	\$17,650 39
Dividends declared during the year: June, 1898, 6 per cent on \$300,000,	18,000 00
Deficit for the year ending June 30, 1898,	\$349 61
Amount of surplus June 30, 1897,	48,651 00
TOTAL SURPLUS JUNE 30, 1898,	\$48,801 39

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Freight service:			
Gross receipts from freight,	\$59,918 20		
Deductions:			
Overcharge to shippers,		\$67 83	
TOTAL EARNINGS, FREIGHT SERVICE,			\$59,850 37
Other earnings from operation:			
Car mileage — balance,			363 06
GROSS EARNINGS FROM OPERATION,			\$60,213 43

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$3,199 80
Salaries of clerks and attendants,	664 00
General office expenses and supplies,	18 25
Law expenses,	1 40
TOTAL,	\$3,883 45
Maintenance of way and structures:	
Repairs of roadway,	\$10,516 63
Renewals of rails,	238 73
Repairs and renewals of buildings and fixtures,	3 96
TOTAL,	\$10,759 32
Maintenance of equipment,	\$1,304 93
TOTAL,	\$1,304 93
Conducting transportation:	
Engine and roundhouse men,	\$5,388 55
Fuel for locomotives,	2,910 77
Water supply for locomotives,	64 00
Oil, tallow and waste for locomotives,	288 81
Train service,	9,470 60
Train supplies and expenses,	69 17
Switchmen, flagmen and watchmen,	1,201 20
Telegraph expenses,	157 87
Station service,	1,977 40
Station supplies,	110 39
Loss and damage,	13 03
Rentals of buildings and other property,	66 60
TOTAL,	\$21,717 89
Recapitulation:	
General expenses,	\$3,883 45
Maintenance of way and structures,	10,759 32
Maintenance of equipment,	1,304 93
Conducting transportation,	21,717 89
TOTAL OPERATING EXPENSES,	\$37,665 59
Percentage of operating expenses to gross earnings,	62.55

GENERAL BALANCE SHEET JUNE 30, 1898.

ASSETS.	DR.
Cost of road,	\$401,069 67
Cost of equipment,	14,000 00
Stock of Union Freight Railroad Company,	13,000 00
TOTAL PERMANENT INVESTMENTS,	\$428,069 67
Cash,	4,240 02
Materials and supplies,	5,763 59
TOTAL,	\$438,073 28

LIABILITIES.		CR.
Capital stock,		\$300,000 00
Real estate mortgages,		88,500 00
Current liabilities:		
Audited vouchers and accounts,	\$862 94	
Salaries and wages,	408 95	
TOTAL CURRENT LIABILITIES,		1,271 89
Profit and Loss balance (surplus),		48,301 39
TOTAL,		\$488,078 28
CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		\$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	3	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	\$300,000 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
Real estate in South Boston,	Per Cent. 4	June 16, 1903,	\$88,500 00	\$3,540 00

VOLUME OF TRAFFIC, ETC.

Freight traffic:	
Number of tons of freight hauled earning revenue,	220,397
Number of tons of freight hauled one mile,	303,046
Number of tons of freight hauled one mile per mile of road operated,	124,710
Average length of haul per ton,	1.375 miles.
Average amount received for each ton of freight,	27.156 cents.
Average amount received per ton per mile hauled,	19.750 "
Freight earnings (gross) per mile of road operated,	\$24,629 78.000
Freight earnings (gross) per freight-train mile run,	3 23.218
Operating expenses:	
Operating expenses per mile of road operated,	15,500 24.000
Operating expenses per revenue-train mile run,	2 03.411
Train mileage:	
Miles run by freight trains,	18,517
Total train mileage,	18,517
Freights:	
Average rate of freight per ton mile on local way-bill,	19.749 cents.
Employees:	
Average number of persons employed,	37

DESCRIPTION OF RAILROAD OWNED AND OPERATED.
(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.						Total.	In Massachusetts.
						Miles.	Miles.
Length of main line,						2.431	2.431
Length of second track, . . . . .						.937	.937
Length of side track, etc.,						1.290	1.290
TOTAL LENGTH OF TRACK OWNED,						4.648	4.648
RAILROAD OPERATED.							
						Miles.	Miles.
Length of main line,						2.431	2.431
Length of second track, . . . . .						.937	.937
Length of side track, etc.,						1.290	1.290
TOTAL LENGTH OF TRACK OPERATED,						4.648	4.648

DESCRIPTION OF EQUIPMENT.

• ROLLING STOCK.		Number Owned.	Maximum Weight.	Average Weight.
			Tons.	Tons.
Freight, LOCOMOTIVES.		4	31	31

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	*Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2	-	2
TOTALS, .	-	-	-	2	-	2	-	2

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 11, 1897. — John Coakley, trespasser: left foot crushed while lying between coal shed and track in yard on Atlantic Avenue.

Feb. 5, 1898. — Albert Johnson, a drunken trespasser: laid down alongside of track inside of Clinton Market building and suffered contusion of the right shoulder and jaw; no bones broken.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,
PARK SQUARE STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Colin M. Ingersoll, Jr., *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. George L. Winlock, *General Freight Agent*, Boston, Mass. A. H. Grovenor, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Colin M. Ingersoll, Jr., Boston, Mass. Charles F. Choate, Southborough, Mass. Charles P. Clark, New Haven, Conn. George A. Gardner, Boston, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. M. INGERSOLL, JR.,
CHARLES F. CHOATE,
CHARLES P. CLARK,
JOSHUA M. SEARS,

Directors.

AUSTIN W. ADAMS,
Treasurer.

A. H. GROVENOR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 2, 1898. Then personally appeared the above-named C. M. Ingersoll, Jr., Charles F. Choate, Charles P. Clark, Joshua M. Sears, Austin W. Adams and A. H. Grovenor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALEXANDER TYLER,
Justice of the Peace.

RETURN OF THE VERMONT & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Fitchburg.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$194,580 00
Expenses and charges upon income accrued during the year:	
salaries and maintenance of organization,	8,000 00
NET DIVISIBLE INCOME,	\$191,580 00
Dividends declared (6 per cent),	\$191,580 00
Amount of surplus June 30, 1897,	\$172,509 97
Debits to profit and loss account during the year: account	
charged off,	80 00
TOTAL SURPLUS JUNE 30, 1898,	\$172,479 97
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road,	\$3,288,328 01
Cost of equipment,	261,233 64
Lands in Massachusetts,	48,720 46
Turner's Falls Branch.	145,300 63
Improvement by Fitchburg Railroad Company since January	
1, 1874,	2,378,810 08
TOTAL PERMANENT INVESTMENTS,	\$6,121,892 82
Cash,	\$14,835 50
Other cash assets: City Institution for Savings	
in Lowell,	824 53
TOTAL CASH AND CURRENT ASSETS,	15,160 03
TOTAL,	\$6,137,052 85

LIABILITIES.		Cr.	
Capital stock,			\$3,193,000 00
Funded debt,			1,000,000 00
Current liabilities:			
Dividends not called for,	\$14,835 50		
Miscellaneous current liabilities: Fitchburg Railroad Company on account of im- provement on Vermont & Massachusetts Railroad Company,	1,756,737 38		
TOTAL CURRENT LIABILITIES,			1,771,572 88
Profit and Loss balance (surplus),			172,479 97
TOTAL,			\$6,187,052 85
CAPITAL STOCK.			
Capital stock authorized by law,	\$4,700,000 00		
Capital stock authorized by votes of company,	3,193,000 00		
Capital stock issued and outstanding,			\$3,193,000 00
Number of shares issued and outstanding,	31,930		
Number of stockholders,	1,804		
Number of stockholders in Massachusetts,	1,125		
Amount of stock held in Massachusetts,	\$2,939,200 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Twenty-year bonds,	Per Cent. 5	May 1, 1903,	\$1,000,000 00	\$50,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 56.000	Miles. 56.000
Length of branch line,	2.800	2.800
TOTAL LENGTH OF LINE OWNED,	58.800	58.800
Length of second track,	56.000	56.000
Length of side track, etc.,	39.040	39.040
TOTAL LENGTH OF TRACK OWNED,	153.840	153.840

CORPORATE NAME AND ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

TREASURER'S OFFICE, 53 DEVONSHIRE STREET, BOSTON, MASS.

Names and Business Address of Principal Officers.

Charles E. Ware, *President*, Fitchburg, Mass. Franklin N. Poor, *Treasurer*, 53 Devonshire Street, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

Names and Residence of Board of Directors.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass. Charles A. Welch, Boston, Mass. George F. Richardson, Lowell, Mass. Charles E. Ware, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDMUND D. CODMAN,
ROBERT CODMAN,
RODNEY WALLACE,
C. T. CROCKER,
JAS. RENFREW,
JOSEPH B. RUSSELL,
B. N. BULLOCK,

Directors of the Fitchburg Railroad.

DAN. A. GLEASON,

Treasurer of the Fitchburg Railroad.

C. L. MAYNE,

Superintendent of the Fitchburg Railroad.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. ADAMS, Sept. 14, 1898. Then personally appeared the above-named James Renfrew, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALBERT S. CHEEVER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 16, 1898. Then personally appeared the above-named Edmund D. Codman, Robert Codman, Joseph B. Russell, Daniel A. Gleason and C. L. Mayne, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT S. CHEEVER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. FITCHBURG, Sept. 16, 1898. Then personally appeared the above-named Rodney Wallace, C. T. Crocker and B. N. Bullock, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT S. CHEEVER,

Justice of the Peace.

RETURN OF THE WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$52,500 00
Dividends declared (7 per cent),	\$52,500 00
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	Dr.
Cost of road,	\$1,115,163 82
TOTAL,	\$1,115,163 82
LIABILITIES.	Cr.
Capital stock,	\$750,000 00
Current liabilities,	365,163 82
TOTAL,	\$1,115,163 82
CAPITAL STOCK.	
Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	750,000 00
Capital stock issued and outstanding,	\$750,000 00
Number of shares issued and outstanding,	7,500
Number of stockholders,	147
Number of stockholders in Massachusetts,	139
Amount of stock held in Massachusetts,	\$609,100 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 49.350	Miles. 49.350
Length of side track, etc.,	6.930	6.930
TOTAL LENGTH OF TRACK OPERATED,	56.280	56.280

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*, Boston, Mass. E. W. Long, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. A. Rumrill, Springfield, Mass. E. B. Gillett, Westfield, Mass. C. E. Stevens, Hingham, Mass. H. B. Chapin, Boston, Mass. Chas. S. Sargent, Brookline, Mass. Chas. E. Stevens, Ware, Mass. F. H. Gillett, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
C. S. SARGENT,
H. B. CHAPIN,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 6, 1898. Then personally appeared the above-named J. A. Rumrill, C. S. Sargent, H. B. Chapin and C. E. Stevens, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,
Justice of the Peace.

RETURN
OF THE
WEST STOCKBRIDGE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$1,800 00
Dividends declared (4½ per cent),		\$1,800 00
Amount of surplus June 30, 1897,		\$454 41
TOTAL SURPLUS JUNE 30, 1898,		\$454 41
GENERAL BALANCE SHEET JUNE 30, 1898.		
ASSETS.		Dr.
Cost of road,		\$39,600 00
Cash,	\$4 41	
Due from solvent companies and individuals (rental accrued, not yet due),	450 00	
TOTAL CASH AND CURRENT ASSETS,		454 41
TOTAL,		\$40,054 41
LIABILITIES.		Cr.
Capital stock,		\$39,600 00
Profit and Loss balance (surplus),		454 41
TOTAL,		\$40,054 41
CAPITAL STOCK.		
Capital stock authorized by law,	\$75,000 00	
Capital stock authorized by votes of company,	39,600 00	
Capital stock issued and outstanding,		\$39,600 00
Number of shares issued and outstanding,	396	
Number of stockholders,	6	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetta.
Length of main line,	Miles. 2.640	Miles. 2.640
Length of side track, etc., . . . . .	.890	.890
TOTAL LENGTH OF TRACK OWNED,	3.530	3.530

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. H. M. Kochersperger, *Treasurer*, New Haven, Conn. Wm. E. Barnett, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles P. Clark, New Haven, Conn. John M. Hall, New Haven, Conn.
W. L. Squire, New Haven, Conn. C. H. Platt, New Haven, Conn. H. M.
Kochersperger, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES P. CLARK,
JOHN M. HALL,
W. L. SQUIRE,
H. M. KOCHERSPERGER,
Directors.
H. M. KOCHERSPERGER,
Treasurer.
J. P. HOPSON,
Superintendent.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 9, 1898. Then personally appeared the above-named Charles P. Clark, John M. Hall, W. L. Squire and H. M. Kochersperger, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,
Notary Public.

RETURN

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1898.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$250,000 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,818 26
Interest on funded debt,	71,040 00
Interest and discount on unfunded debts and loans,	4,373 76
TOTAL EXPENSES AND CHARGES UPON INCOME,	77,232 02
NET DIVISIBLE INCOME,	\$172,767 98
Dividends declared (5½ per cent on 80,644 shares),	160,881 00
Surplus for the year ending June 30, 1898,	\$11,886 98
Amount of deficit June 30, 1897,	439,187 18
TOTAL DEFICIT JUNE 30, 1898,	\$427,300 15
GENERAL BALANCE SHEET JUNE 30, 1898.	
ASSETS.	DR.
Cost of road,	\$4,138,584 99
Cost of equipment,	415,836 03
TOTAL PERMANENT INVESTMENTS,	\$4,558,921 02
Cash,	\$16,758 83
Worcester, Nashua & Rochester stock,	85,800 00
TOTAL CASH AND CURRENT ASSETS,	52,058 83
Profit and Loss balance (deficit),	427,300 15
TOTAL,	\$5,083,280 00

LIABILITIES.		Cr.
Capital stock,		\$3,099,800 00
Funded debt,		1,776,000 00
Current liabilities:		
Loans and notes payable,	\$150,000 00	
Matured interest coupons unpaid (including coupons due July 1),	3,680 00	
TOTAL CURRENT LIABILITIES,		153,680 00
Accrued liabilities: interest accrued and not yet due,		3,800 00
TOTAL,		\$5,038,280 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$3,600,000 00	
Capital stock authorized by votes of company,	3,099,800 00	
Capital stock issued and outstanding,		\$3,099,800 00
Number of shares issued and outstanding,	80,998	
Number of stockholders,	817	
Number of stockholders in Massachusetts,	572	
Amount of stock held in Massachusetts,	\$1,209,600 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4	Jan. 1, 1906,	\$150,000 00	\$6,000 00
First mortgage bonds,	4	Jan. 1, 1912,	511,000 00	18,980 00
First mortgage bonds,	4	Jan. 1, 1920,	735,000 00	27,380 00
First mortgage bonds,	4	Oct. 1, 1924,	380,000 00	11,200 00
TOTALS,			\$1,776,000 00	\$63,560 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 94.480	Miles. 39.460
Length of second track,	18.130	18.130
Length of side track, etc.,	45.280	26.220
TOTAL LENGTH OF TRACK OWNED,	157.890	83.810

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elijah B. Stoddard, *President*, Worcester, Mass. Thomas F. Baxter, *Treasurer*, 17 State Street, Boston, Mass. Edward D. Stoddard, *Clerk of Corporation*, Worcester, Mass. Frank P. Goulding, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Sinclair, Portsmouth, N. H. Frank Jones, Portsmouth, N. H. Geo. W. Armstrong, Brookline, Mass. Elijah B. Stoddard, Worcester, Mass. Charles Holman, Nashua, N. H. John A. Spalding, Nashua, N. H. Frank G. Clarke, Peterborough, N. H. Albert Wallace, Rochester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ELIJAH B. STODDARD,
ALBERT WALLACE,
J. A. SPALDING,
FRANK G. CLARKE,
CHAS. A. SINCLAIR,
FRANK JONES,
Directors.
THOMAS F. BAXTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 18, 1898. Then personally appeared the above-named Elijah B. Stoddard, Thomas F. Baxter, J. A. Spalding, Albert Wallace, Chas. A. Sinclair, Frank Jones and Frank G. Clarke, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, THOMAS S. MCGOWAN,
Justice of the Peace.

The undersigned, Commissioner of Worcester & Nashua Railroad Company for the Commonwealth of Massachusetts, having examined the report of the president and directors of said company for the year 1897-98, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM,
Commissioner.

WORCESTER, Sept. 6, 1898.

The undersigned, Commissioner of the Commonwealth of Massachusetts for the Worcester & Nashua Railroad, on the above date examined the accounts of said road for the year ending Sept. 1, 1898, to determine what proportion of the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to that part lying in New Hampshire.

Cost of entire road,		\$4,138,584 99
Cost of road in Massachusetts,		1,991,583 59
Cost of road in New Hampshire,		2,147,000 40
Cost of equipment in Massachusetts,		277,000 69
Cost of equipment in New Hampshire,		188,335 34
Total income of entire road (lease),		250,000 00
Total expenses and charges upon income:		
Salaries and maintenance of organization,	\$1,818 26	
Interest on funded debt,	71,040 00	
Interest on unfunded debts and loans,	4,373 76	
Total,		77,233 02

An equal apportionment of the above receipts and expenditures is hereby made to the parts of the road lying respectively in Massachusetts and New Hampshire, on the basis of their nearly equal separate total cost, including equipment, the inconsiderable difference being \$16,754.66.

JOHN J. PUTNAM,
Commissioner.

PART V.

STREET RAILWAY
REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1898.

[AS CORRECTED BY THE BOARD.]

REPORT

OF THE

AMHERST & SUNDERLAND STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$10,600 65
Operating expenses,	12,349 61
NET DEFICIT FROM OPERATION,	\$1,748 96
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,129 02
Taxes,	231 86
Other deductions from income: entertainments,	540 39
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,901 27
Deficit for the year ending September 30, 1898,	\$3,650 23
Amount of surplus September 30, 1897,	68 62
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$3,581 61
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$10,537 25
Receipts from advertising in cars,	63 40
GROSS EARNINGS FROM OPERATION,	\$10,600 65
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,112 62
General office expenses and supplies,	93 10
Legal expenses,	315 67
Insurance,	185 22
Other general expenses,	224 79
Maintenance of roadway and buildings:	
Repair of roadbed and track,	896 78
Repair of electric line construction,	37 23
Removal of snow and ice,	142 31
Repair of buildings,	8 10
Maintenance of equipment:	
Repair of cars and other vehicles,	93 94
Repair of electric equipment of cars,	15 14

Transportation expenses:		
Cost of electric motive power,		\$4,330 76
Wages and compensation of persons employed in conducting transportation,		3,454 59
Damages for injuries to persons and property,		1,834 00
Other transportation expenses,		105 36
TOTAL OPERATING EXPENSES,		\$12,349 61
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 2,880 feet),	\$1,018 48	
New electric line construction (length, 2,880 feet),	119 98	
Other additions to railway: engineering during construction,	74 20	
TOTAL ADDITIONS TO RAILWAY,		\$1,212 66
Additions to equipment:		
Additional cars (1 in number),	\$1,320 00	
Electric equipment of same,	1,000 00	
Other additional rolling stock and vehicles (snow plough),	675 00	
Other additions to equipment,	461 70	
TOTAL ADDITIONS TO EQUIPMENT,		3,356 70
Additions to land and buildings:		
Additional equipment of power stations,	\$2,050 42	
Other new buildings necessary for operation of railway,	260 84	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		2,311 26
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$6,880 62
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
	ASSETS.	Dr.
Cost of railway:		
Roadbed and tracks,	\$22,533 67	
Electric line construction, including poles, wiring, feeder lines, etc.,	5,083 56	
Engineering and other expenses incident to construction,	359 08	
TOTAL COST OF RAILWAY OWNED,		\$27,976 31
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,717 23	
Electric equipment of same,	3,587 69	
Other items of equipment,	231 31	
TOTAL COST OF EQUIPMENT OWNED,		8,536 23
Cost of land and buildings:		
Electric power stations, including equipment,	\$5,703 08	
Other buildings necessary for operation of railway,	837 64	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,540 67
TOTAL PERMANENT INVESTMENTS,		\$43,053 21

Cash and current assets: cash,	\$489 49
Miscellaneous assets: materials and supplies,	559 42
Profit and Loss balance (deficit),	3,581 61
TOTAL,	\$47,683 78
LIABILITIES. Cr.	
Capital stock,	\$22,000 00
Current liabilities:	
Loans and notes payable, \$24,800 00	
Audited vouchers and accounts, 1,388 78	
TOTAL CURRENT LIABILITIES,	25,688 78
TOTAL,	\$47,683 78
CAPITAL STOCK.	
Capital stock authorized by law, \$22,000 00	
Capital stock authorized by votes of company, 22,000 00	
Capital stock issued and outstanding,	\$22,000 00
Number of shares issued and outstanding, 220	
Number of stockholders, 58	
Number of stockholders in Massachusetts, 58	
Amount of stock held in Massachusetts, \$22,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds issued and used as collateral for an equal amount of bills payable, but not sold,	5	-	\$21,500 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	211,585
Number carried per mile of main railway track operated,	48,607
Number of round trips run,	9,814
Number of car miles run,	69,351
Average number of persons employed,	9

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	2
TOTAL PASSENGER CARS OF ALL KINDS,	4
Number of cars equipped with heaters (electric),	2
Snow ploughs (electric),	1
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.353 miles.
Length of sidings, switches, etc., . . . . .	.125 "
Total, computed as single track,	4.478 "

System of electric motive power in use by the company : Westinghouse.
Names of the several cities and towns in which the railways operated by the company are located : Amherst.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz. :		
With New London Northern Railroad,	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

Car struck carriage, throwing woman out.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMHERST & SUNDERLAND STREET RAILWAY COMPANY,
AMHERST, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cowls, *President*, North Amherst, Mass. Mason A. Dickinson, *Vice-President*, Amherst, Mass. Moody Harrington, *Treasurer*, Amherst, Mass. Charles H. Edwards, *Clerk of Corporation*, Amherst, Mass. L. N. Wheelock, *Superintendent*, Amherst, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cows, North Amherst, Mass. Mason A. Dickinson, Amherst, Mass. Theodore L. Paige, Amherst, Mass. Levi Stockbridge, Amherst, Mass. Frank A. Cadwell, Amherst, Mass. Henry B. Edwards, Amherst, Mass. George E. Fisher, North Amherst, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER D. COWLS,
MASON A. DICKINSON,
LEVI STOCKBRIDGE,
HENRY B. EDWARDS,
Directors.
MOODY HARRINGTON,
Treasurer.
L. N. WHEELOCK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. AMHERST, Oct. 31, 1898. Then personally appeared the above-named Walter D. Cows, Mason A. Dickinson, Levi Stockbridge, Henry B. Edwards, Moody Harrington and L. N. Wheelock, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

C. H. EDWARDS,
Justice of the Peace.

REPORT
OF THE
ARLINGTON & WINCHESTER STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$16,444 80
Operating expenses,	10,979 08
GROSS INCOME ABOVE OPERATING EXPENSES,	\$5,465 72
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$2,428 64
Taxes,	703 90
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,132 54
Surplus for the year ending September 30, 1898,	\$2,333 18
Amount of surplus September 30, 1897,	2,173 50
Debits to profit and loss account during the year: settlement of accident claim of previous year,	\$4,506 68
	1,500 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$3,006 68
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$16,444 80
GROSS EARNINGS FROM OPERATION,	\$16,444 80
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$743 96
General office expenses and supplies,	505 69
Insurance,	481 71
Maintenance of roadway and buildings:	
Repair of roadbed and track,	200 26
Repair of electric line construction,	260 28
Removal of snow and ice,	364 25
Repair of buildings,	87 22

Maintenance of equipment :	
Repair of cars and other vehicles,	\$395 01
Repair of electric equipment of cars,	450 08
Transportation expenses :	
Cost of electric motive power,	3,506 84
Wages and compensation of persons employed in conducting transportation,	3,959 60
Damages for injuries to persons and property,	5 00
Other transportation expenses: oil, waste, etc.,	19 18
TOTAL OPERATING EXPENSES,	\$10,979 08

PROPERTY ACCOUNTS.

Additions to railway :		
Completion of track and roadway,	\$8,076 40	
New electric line construction (extra feeder wire),	3,262 47	
Other additions to railway: legal and engineering expenses,	239 45	
TOTAL ADDITIONS TO RAILWAY,		\$11,578 32
Additions to equipment :		
Extra truck,	\$191 00	
One extra electric equipment,	853 75	
Other additions to equipment: tools, etc.,	230 04	
TOTAL ADDITIONS TO EQUIPMENT,		1,274 79
Additions to land and buildings: new buildings necessary for operation of railway,		76 52
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$12,929 63

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.	
Cost of railway :		
Roadbed and tracks,	\$63,890 90	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,290 57	
Engineering and other expenses incident to construction,	1,405 00	
TOTAL COST OF RAILWAY OWNED,		\$82,586 47
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$4,891 00	
Electric equipment of same,	4,853 75	
Other items of equipment: snow plough, heaters, etc.,	1,505 04	
TOTAL COST OF EQUIPMENT OWNED,		11,249 79
Land and buildings: buildings necessary for operation of railway,		5,501 52
TOTAL PERMANENT INVESTMENTS,		\$99,337 78

Cash and current assets :		
Cash,	\$1,515 60	
Bills and accounts receivable,	1,000 00	
Other cash and current assets :		
Prepaid insurance,	410 00	
Prepaid interest,	564 00	
TOTAL CASH AND CURRENT ASSETS,		\$3,489 60
TOTAL,		\$102,827 38
LIABILITIES.		Cr.
Capital stock,		\$50,000 00
Current liabilities :		
Loans and notes payable,	\$48,485 94	
Audited vouchers and accounts,	1,834 76	
TOTAL CURRENT LIABILITIES,		49,820 70
Profit and Loss balance (surplus),		3,006 68
TOTAL,		\$102,827 38
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$45,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	330,594
Number carried per mile of main railway track operated,	99,277
Number of round trips run,	12,189
Number of car miles run,	79,210
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	2
TOTAL PASSENGER CARS OF ALL KINDS,	4
Number of cars equipped with fenders,	4
Number of cars equipped with heaters (electric),	2
Snow ploughs (electric),	1
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	8.880 miles.
Length of sidings, switches, etc., . . . . .	.071 "
Total, computed as single track,	8.401 "

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Winchester and Arlington.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Nov. 26, 1897. — Man stepped from moving car, slightly cutting lip.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ARLINGTON & WINCHESTER STREET RAILWAY COMPANY,
WAKEFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. James F. Shaw, *Vice-President and General Manager*, 53 State Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. George A. Butman, Malden, Mass. James F. Shaw, Newburyport, Mass. Phineas W. Sprague, Malden, Mass. H. Fisher Eldredge, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,

JAS. F. SHAW,

GEO. A. BUTMAN,

Directors.

GEO. A. BUTMAN,

Treasurer.

CHAS. F. HEATH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman and Chas. F. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

REPORT

OF THE

ATHOL & ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$29,459 85
Operating expenses,	18,486 47
GROSS INCOME ABOVE OPERATING EXPENSES,	\$10,972 88
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	154 12
Taxes,	1,848 77
Other deductions from income: concerts, etc.,	495 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,497 89
NET DIVISIBLE INCOME,	\$5,474 99
Dividends declared (8 per cent),	4,800 00
Surplus for the year ending September 30, 1898,	\$674 99
Amount of surplus September 30, 1897,	15,948 16
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$16,623 15
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$29,339 85
Receipts from advertising in cars,	120 00
GROSS EARNINGS FROM OPERATION,	\$29,459 85
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,199 96
General office expenses and supplies,	295 21
Insurance,	481 80
Maintenance of roadway and buildings:	
Repair of roadway and track,	1,744 57
Repair of electric line construction,	94 51
Removal of snow and ice,	505 54

Maintenance of equipment:		
Repair of cars and other vehicles,		\$1,095 88
Repair of electric equipment of cars,		1,106 46
Transportation expenses:		
Cost of electric motive power,		4,632 24
Wages and compensation of persons employed in conducting transportation,		6,041 18
Damages for injuries to persons and property,		87 00
Other transportation expenses: freight, oil, waste, etc.,		202 67
TOTAL OPERATING EXPENSES,		\$18,486 47
PROPERTY ACCOUNTS.		
Additions to equipment: vestibules for four cars,		\$804 84
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$804 84
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$70,609 58	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,893 46	
Engineering and other expenses incident to construction,	6,020 57	
TOTAL COST OF RAILWAY OWNED,		\$94,523 61
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$15,811 24	
Electric equipment of same,	12,480 07	
Other items of equipment: extra generator, etc.,	4,066 74	
TOTAL COST OF EQUIPMENT OWNED,		32,308 08
Cost of land and buildings: land and buildings necessary for operation of railway,		9,196 63
TOTAL PERMANENT INVESTMENTS,		\$136,028 28
Cash and current assets:		
Cash,	\$594 87	
Bills and accounts receivable,	6,000 00	
TOTAL CASH AND CURRENT ASSETS,		6,594 87
Miscellaneous assets: materials and supplies,		750 00
TOTAL,		\$143,373 15
LIABILITIES.		CR.
Capital stock,		\$60,000 00
Funded debt,		60,000 00
Current liabilities: loans and notes payable,		6,000 00
Accrued liabilities: interest accrued and not yet due,		750 00
Profit and Loss balance (surplus),		16,623 15
TOTAL,		\$143,373 15

CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$59,000 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage,	Per Cent. 5	Jan. 1, 1915,	\$60,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	602,227
Number carried per mile of main railway track operated,	87,538
Number of round trips run,	16,587
Number of car miles run,	114,075
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	5
TOTAL PASSENGER CARS OF ALL KINDS,	10
Number of cars equipped with heaters (electric),	5
Snow ploughs (electric),	1
Other highway vehicles: trolley wagon,	1
Electric motors,	22
Other items of equipment: extra generator, sand boxes, head lights, tools, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line,	6.880 miles.
Length of sidings, switches, etc., . . . . .	.440 "
Total, computed as single track,	7.320 "

System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the company are located: Athol and Orange.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

Sept. 14, 1898. — Man slightly injured in collision of cars.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,
ATHOL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George D. Bates, *President*, Athol, Mass. William D. Luey, *Treasurer and Clerk of Corporation*, Athol, Mass. Warren M. King, *Auditor*, Orange, Mass. Wilson D. Smith, *Superintendent*, Athol, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George D. Bates, Athol, Mass. Wilson D. Smith, Athol, Mass. Hollis M. Slate, Athol, Mass. Arthur F. Tyler, Athol, Mass. William D. Luey, Athol, Mass. John W. Wheeler, Orange, Mass. Warren M. King, Orange, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. D. BATES,
WILLIAM D. LUEY,
WILSON D. SMITH,
HOLLIS M. SLATE,
WARREN M. KING,
Directors.
WILLIAM D. LUEY,
Treasurer.
WILSON D. SMITH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. ATHOL, Oct. 7, 1898. Then personally appeared the above-named Geo. D. Bates, William D. Luey, Wilson D. Smith, Hollis M. Slate and Warren M. King, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PARKE B. SWIFT,
Justice of the Peace.

REPORT

OF THE

BEVERLY & DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$6,974 55
Operating expenses,	5,896 77
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,577 78
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,400 00
Taxes,	78 21
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,478 21
Deficit for the year ending September 30, 1898,	\$895 48
Amount of deficit September 30, 1897,	6,092 34
Credits to profit and loss account during the year: received from old account,	85 94
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$6,901 83
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$6,974 55
GROSS EARNINGS FROM OPERATION,	\$6,974 55
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$84 00
Insurance,	77 50
Other general expenses: printing and stationery,	2 70
Maintenance of roadway and buildings:	
Repair of roadbed and track,	44 90
Repair of electric line construction,	1 28
Removal of snow and ice,	192 00
Maintenance of equipment:	
Repair of cars and other vehicles,	96 64
Repair of electric equipment of cars,	12 80

Transportation expenses:	
Cost of electric motive power,	\$1,935 95
Wages and compensation of persons employed in conducting transportation,	2,371 20
Damages for injuries to persons and property,	10 00
Tolls for trackage over other railways,	550 30
Other transportation expenses: rent of cars,	117 50
TOTAL OPERATING EXPENSES,	\$5,896 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$20,402 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	2,168 87	
Interest accrued during construction of railway,	1,135 99	
Engineering and other expenses incident to construction,	357 67	
TOTAL COST OF RAILWAY OWNED,		\$24,064 94
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		3,854 34
Cost of land and buildings:		
Land necessary for operation of railway,	\$777 00	
Buildings necessary for operation of railway,	2,202 22	
TOTAL COST OF LAND AND BUILDINGS OWNED,		2,979 22
TOTAL PERMANENT INVESTMENTS,		\$30,898 50
Cash and current assets:		
Cash,	\$2,621 23	
Bills and accounts receivable,	40 00	
TOTAL CASH AND CURRENT ASSETS,		2,661 22
Miscellaneous assets:		
Unexpired insurance premiums,	\$51 66	
Reconstruction,	17,930 90	
TOTAL MISCELLANEOUS ASSETS,		17,982 56
Profit and Loss balance (deficit),		6,901 83
TOTAL,		\$58,444 11
LIABILITIES.		CR.
Capital stock,		\$12,000 00
Funded debt,		40,000 00
Current liabilities:		
Audited vouchers and accounts,	\$5,680 08	
Salaries and wages,	63 59	
Miscellaneous current liabilities: outstanding tickets,	53 70	
TOTAL CURRENT LIABILITIES,		5,797 37

Accrued liabilities:		
Interest accrued and not yet due, . . .	\$600 00	
Taxes accrued and not yet due, . . .	46 74	
TOTAL ACCRUED LIABILITIES, . . .		\$646 74
TOTAL, . . .		\$58,444 11
CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$25,000 00	
Capital stock authorized by votes of company, . . .	25,000 00	
Capital stock issued and outstanding, . . .		\$12,000 00
Number of shares issued and outstanding, . . .	120	
Number of stockholders, . . .	27	
Number of stockholders in Massachusetts, . . .	20	
Amount of stock held in Massachusetts, . . .	\$5,200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes,	Per Cent. 6	Dec. 30, 1900,	\$40,000 00	\$2,400 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	188,813
Number carried per mile of main railway track operated, .	32,320
Number of round trips run,	5,703
Number of car miles run,	48,899
Average number of persons employed,	4

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	1
Open passenger cars equipped for electric power, . . .	1
TOTAL PASSENGER CARS OF ALL KINDS, . . .	2
Number of cars equipped with fenders,	2
Number of cars equipped with heaters (electric), . . .	1
Snow ploughs (electric),	1
Electric motors,	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 3.027	Miles. 1.268	Miles. 4.295
Length of sidings, switches, etc., . . . . .	.128	-	.128
TOTAL, COMPUTED AS SINGLE TRACK,	3.155	1.268	4.423

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Beverly and Danvers.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Elliot Street, Beverly,	2	1
With Boston & Maine Railroad (Gloucester Branch), Elliot Street, Beverly,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BEVERLY & DANVERS STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, 333 Union Street, Lynn, Mass. E. Francis Oliver, *Vice-President*, 333 Union Street, Lynn, Mass. Fred E. Smith, *Treasurer and Clerk of Corporation*, 333 Union Street, Lynn, Mass. Henry C. Page, *Superintendent*, Salem, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. E. Francis Oliver, Boston, Mass. Bentley W. Warren, Boston, Mass. Gilbert A. Tapley, Danvers, Mass. John S. Baker, Beverly, Mass. Fred E. Smith, Swampscott, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
E. FRANCIS OLIVER,
GILBERT A. TAPLEY,
FRED E. SMITH,

Directors.

FRED E. SMITH,

Treasurer.

HENRY C. PAGE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. OCT. 26, 1898. Then personally appeared the above-named Elwin C. Foster, E. Francis Oliver, Gilbert A. Tapley and Fred E. Smith, directors, Fred E. Smith, treasurer, and Henry C. Page, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. O. TARBOX,

Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to the Boston Elevated, and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$7,260 00
Dividends declared (6 per cent),	\$7,260 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	Dr.
Cost of railway,	\$121,000 00
TOTAL,	\$121,000 00
LIABILITIES.	Cr.
Capital stock,	\$121,000 00
TOTAL,	\$121,000 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$300,000 00
Capital stock authorized by votes of company,	121,000 00
Capital stock issued and outstanding,	\$121,000 00
Number of shares issued and outstanding,	2,420
Number of stockholders,	108
Number of stockholders in Massachusetts,	81
Amount of stock held in Massachusetts,	\$100,400 00
RAILWAY OWNED.	
Length of railway line,	4.116 miles.
Length of sidings, switches, etc., . . . . .	.038 "
Total, computed as single track,	4.154 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,

101 MILK STREET, ROOM 706, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wm. G. Wheildon, *President*, 75 State Street, Room 11, Boston, Mass.
John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 101 Milk Street,
Room 706, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. G. Wheildon, Melrose, Mass. Reuben E. Demmon, Boston, Mass.
T. Quincy Browne, Boston, Mass. Charles E. Fuller, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

W. G. WHEILDON,
T. QUINCY BROWNE,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 19, 1898. Then personally appeared the above-named
W. G. Wheildon and T. Quincy Browne, directors, and John H. Studley, Jr.,
treasurer, and severally made oath that the foregoing certificate by them sub-
scribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERRAH,
Justice of the Peace.

REPORT

OF THE

BOSTON ELEVATED RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$9,179,096 35
Operating expenses,	6,566,584 16
NET EARNINGS FROM OPERATION,	\$2,612,512 19
Miscellaneous income: interest from special deposits,	78,156 59
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,690,668 78
Charges upon income accrued during the year:	
Interest on funded debt of West End Street Railway Company,	\$498,000 00
Taxes (West End taxes, \$485,860.44; Boston Elevated taxes, \$86,049.74; compensation tax, \$80,317.09),	602,227 27
Rentals of leased railways:	
7 per cent on West End Street Railway (common stock),	\$635,950 00
8 per cent on West End Street Railway (preferred stock),	512,000 00
6 per cent on Somerville Horse Railroad,	9,180 00
	1,157,130 00
Other deductions from income: rental of subway,	106,134 35
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,364,091 63
NET DIVISIBLE INCOME,	\$326,577 16
Dividends declared: interest paid (2½ per cent on \$5,000,000),	112,500 00
Surplus for the year ending September 30, 1898,	\$214,077 16
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$214,077 16
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$8,967,587 56
Receipts from carriage of mails,	20,097 31
Receipts from tolls for use of tracks by other companies,	32,950 35
Receipts from rentals of buildings and other property,	63,585 87
Receipts from advertising in cars,	61,150 00
Receipts from interest on deposits, notes and accounts receivable,	19,946 62
Other earnings from operation: miscellaneous,	13,778 64
GROSS EARNINGS FROM OPERATION,	\$9,179,096 35

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$170,200 20
General office expenses and supplies,	101,943 74
Legal expenses,	88,889 96
Insurance,	117,872 15
Other general expenses:	
Telephone expenses, \$14,989.26; inspectors' services and expenses, \$20,024.20,	35,013 46
Furniture and fixtures, \$24,005.16; fare registers, \$4,069.86; subscriptions and gratuities, \$3,724.67; miscellaneous expenses, \$245,104.08,	276,908 77
Maintenance of roadway and buildings:	
Repair of roadbed and track,	797,021 52
Repair of electric line construction,	185,055 79
Removal of snow and ice,	106,088 62
Repair of buildings,	62,562 22
Maintenance of equipment:	
Repair of cars and other vehicles,	404,801 27
Repair of electric equipment of cars,	212,500 06
Renewal of horses, harnesses, shoeing, etc.,	7,241 28
Transportation expenses:	
Cost of electric motive power, \$487,517.66; less power sold, \$16,584.30; net,	470,933 36
Provender for horses,	15,577 52
Wages and compensation of persons employed in conducting transportation,	2,832,262 07
Damages for injuries to persons and property,	500,000 00
Tolls for trackage over other railways,	8,627 85
Rentals of buildings and other property,	35,521 12
Other transportation expenses:	
Cleaning and oiling tracks, \$23,588.08; fuel, lights and water, \$42,158.48,	65,746 46
Electric lamps, oil, etc., for cars, \$14,436.15; miscellaneous supplies and expenses, \$62,885.59,	77,321 74
TOTAL OPERATING EXPENSES,	\$6,566,584 16
PROPERTY ACCOUNTS.	
Additions to railway:	
Land for terminals, etc.,	\$21,599 40
Engineering and general expenses incident to construction,	86,031 90
TOTAL ADDITIONS TO RAILWAY,	\$107,631 30
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$107,631 30
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.*	
ASSETS.	DR.
Cost of railway:	
Engineering and other expenses incident to construction,	\$86,031 90
Other items of railway cost: land for terminals, etc.,	21,599 40
TOTAL COST OF RAILWAY OWNED,	\$107,631 30

* This general balance sheet includes assets and liabilities of the West End Street Railway Company taken over and assumed by virtue of the lease of that company dated December 9, 1897.

Cash and current assets:		
Cash,	\$5,532,445 46	
Bills and accounts receivable,	107,129 82	
Other cash and current assets:		
Stocks and bonds,	205,444 87	
Bonds deposited with the State treasurer,	300,000 00	
TOTAL CASH AND CURRENT ASSETS,		\$6,145,020 15
Miscellaneous assets:		
Materials and supplies,	\$233,948 54	
Other assets and property:		
Somerville Horse Railroad,	102,851 11	
West End Street Railway open account, \$423,730.14; property account, \$1,385,-466.57; bond account, \$20,000,	1,829,196 71	
TOTAL MISCELLANEOUS ASSETS,		2,165,996 86
TOTAL,		\$8,418,647 81
LIABILITIES.		CR.
Capital stock, paid in but not issued,		\$5,000,000 00
Current liabilities:		
Audited vouchers and accounts,	\$253,232 24	
Salaries and wages,	98,278 24	
Dividends not called for,	9,628 42	
Matured interest coupons unpaid (including coupons due October 1),	32,607 50	
Rentals due and unpaid (including rentals due October 1),	817,975 00	
Miscellaneous current liabilities:		
Bond redemption deposit uncalled for,	1,000 00	
Outstanding tickets and checks,	18,530 08	
TOTAL CURRENT LIABILITIES,		731,246 43
Accrued liabilities:		
Interest accrued and not yet due,	\$128,041 68	
Taxes accrued and not yet due,	553,987 59	
Rentals accrued and not yet due,	131,825 00	
Miscellaneous liabilities: West End Street Railway Company lease account,		1,862,023 17
TOTAL ACCRUED AND MISCELLANEOUS LIABILITIES,		2,175,827 44
Sinking and other special funds: damage fund,		297,496 78
Profit and Loss balance (surplus),		214,077 16
TOTAL,		\$8,418,647 81
CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000,000 00	
Capital stock authorized by votes of company,	10,000,000 00	
Amount paid in on 100,000 shares not yet issued,		\$5,000,000 00
Number of receipts for shares issued and outstanding,	100,000	
Number of stockholders,	1,541	
Number of stockholders in Massachusetts,	1,242	
Amount of stock held in Massachusetts,	\$3,865,450 00	

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to damage fund,	\$297,496 78
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$297,496 78

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	181,321,295
Number carried per mile of main railway track operated, .	651,410
Number of round trips run,	3,141,061
Number of car miles run,	32,209,150
Average number of persons employed,	5,328
Company commenced operation October 1, 1897.	

DESCRIPTION OF EQUIPMENT.

(Leased from the West End Street Railway Company.)

Box passenger cars equipped for electric power,	1,274	
Open passenger cars equipped for electric power,	1,292	
Total,		2,566
Box passenger cars equipped for horse power,	208	
Open passenger cars equipped for horse power,	71	
Total,		274
TOTAL PASSENGER CARS OF ALL KINDS,		2,840
Mail cars (electric),		11
Construction, repair and other work cars,		32
Number of all above cars with 6 wheels,		24
Number of all above cars with 8 wheels,		917
Number of cars equipped with fenders,		2,591
Number of cars equipped with heaters (electric),		1,285
Snow ploughs (electric, 158; horse, 78),		236
Barges and omnibuses,		11
Carts, snow sleds, caravans, jiggers and wagons,		692
Other highway vehicles (1 ambulance, 61 levellers, 9 road machines, 4 scrapers, 11 sweepers, 67 sleighs, 36 carriages),		189
Electric motors,		3,370
Horses,		437
Harnesses (double, 285; single, 169),		434
Other items of equipment: machinery, tools, etc.		

RAILWAY LEASED, ETC.

RAILWAY LEASED, ETC.	Held under Lease or Contract.	Trackage over Other Railways.	Total Leased, etc.
	Miles.	Miles.	Miles.
Length of railway line,	167.941	1.056	168.997
Length of second main track,	120.116	1.056	121.172
TOTAL LENGTH OF MAIN TRACK,	278.057	2.112	280.169
Length of sidings, switches, etc.,	35.891	-	35.891
TOTAL, COMPUTED AS SINGLE TRACK,	313.948	2.112	316.060

RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Horse Power only.	By Electric Power only.	By Horse and Electric Power.	Total Operated.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	1.304	162.298	4.212	167.614
Length of second main track,	1.411	116.918	3.209	120.638
TOTAL LENGTH OF MAIN TRACK, . . .	2.716	268.216	7.421	276.352
Length of sidings, switches, etc., . .	3.768	81.704	.409	85.881
TOTAL, COMPUTED AS SINGLE TRACK, .	6.483	299.920	7.830	314.233

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3.409 miles.
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System of electric motive power in use by the company: overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Brookline and Watertown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (60 in number), viz.:		
With New York, New Haven & Hartford Railroad (Old Colony System), at Dorchester Avenue,	3	2
With New York, New Haven & Hartford Railroad (Old Colony System, Shawmut Branch), at Dorchester Avenue,	1	2
With Boston & Albany Railroad,* at Kneeland Street, . . .	2	2
With Boston & Albany Railroad,* at Main Street, Cambridge, .	2	2
With Boston & Albany Railroad,* at Broadway, Cambridge, .	4	2
With Boston & Albany Railroad,* at Cambridge Street, Cambridge, .	2	2
With Boston & Albany Railroad,* at Massachusetts Avenue, Cambridge,	3	2
With Boston & Albany Railroad,* at Saratoga Street, East Boston, .	2	1
With Boston & Maine Railroad,* at Saratoga Street, East Boston, .	2	1
With Boston & Maine Railroad,* at Sumner Street, East Boston, .	6	1
With Boston & Albany Railroad,* at Sumner Street, East Boston, .	2	1
With Boston & Albany Railroad,* at Broadway, Everett, . . .	1	2
With Boston & Maine Railroad, at Broadway, Everett, . . .	2	2
With Boston & Maine Railroad, at Broadway, Everett, . . .	2	1
With Boston & Maine Railroad, at Main Street, Everett, . . .	1	1
With Boston & Albany Railroad,* at Main Street, Everett, . .	1	1
With Boston & Albany Railroad,* at Cambridge Street, Charlestown,	1	2
With Boston & Maine Railroad,† at Cambridge Street, Charlestown, .	4	2
With Boston & Maine Railroad,* at Cambridge Street, Charlestown, .	6	2
With Boston & Maine Railroad,* at Main Street, Charlestown, . .	2	2
With Boston & Maine Railroad, at Main Street, Malden, . . .	2	2
With Boston & Maine Railroad, at Pleasant Street, Malden, . .	2	1
With Boston & Maine Railroad, at Holland Street, Somerville, . .	2	1
With Boston & Maine Railroad, at Massachusetts Avenue, Cambridge, .	2	2
With Boston & Maine Railroad, at Massachusetts Avenue, Arlington, .	2	1
With Fitchburg Railroad, at Newton Street, Somerville, . . .	2	1
With Fitchburg Railroad, at Webster Avenue, Somerville, . . .	2	1
With Fitchburg Railroad, at Warren Avenue, Charlestown, . . .	2	2
With Fitchburg Railroad,* at Somerville Avenue, Somerville, . .	6	1
With Fitchburg Railroad,† at Somerville Avenue, Somerville, . .	2	1

* Used for freight only.

† Not used by West End Street Railway.

‡ Two of these are private tracks branching from Fitchburg Railroad.

GRADE CROSSINGS WITH RAILROADS — Concluded.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, etc. — <i>Con.</i>		
With Boston & Albany Railroad,* at Somerville Avenue, Somerville,	1	1
With Fitchburg Railroad, at Mt. Auburn Street, Watertown, . . .	2	1
With New England Railroad, at Dudley Street,	2	2
With Union Freight Railroad,* at Kneeland Street,	1	2
With Union Freight Railroad,* at Federal Street, at Summer Street,	1	2
With Union Freight Railroad,* at Atlantic Avenue, at Summer Street,	1	2
With Union Freight Railroad,* at Atlantic Avenue, at High Street, .	2	2
With Union Freight Railroad,* at Atlantic Avenue, at Broad Street,	2	1
With Union Freight Railroad,* at Atlantic Avenue, at Commercial		
Wharf,	1	2
With Union Freight Railroad,* at Atlantic Avenue, at Lewis Wharf,	2	2
With Union Freight Railroad,* at Atlantic Avenue, at Fleet Street,	2	1
With Union Freight Railroad,* at Commercial Street, at Eastern		
Avenue,	1	1
With Union Freight Railroad,* at Commercial Street, at Sargent's		
Wharf,	1	1
With Union Freight Railroad,* at Commercial Street, at Union		
Wharf,	1	1
With Union Freight Railroad,* at Commercial Street, at North		
Street, .	2	1
With Union Freight Railroad,* at Commercial Street, at Battery		
Street, .	2	2
With Union Freight Railroad,* at Commercial Street, at Constitu-		
tion Wharf,	1	1
With Union Freight Railroad,* at Commercial Street, at Hanover		
Street, .	2	2
With Union Freight Railroad,* at Commercial Street, at City Paving		
Yard,	1	1
With Union Freight Railroad,* at Commercial Street, at City Gas		
House,	1	1
With Union Freight Railroad,* † at Causeway Street, at Charles River		
Avenue,	1	1
With Union Freight Railroad,* † at Causeway Street, at Charlestown		
Street, .	1	1
With Union Freight Railroad,* at Causeway Street, at Beverly Street,	1	3
With Union Freight Railroad,* at Beverly Street, at Causeway Street,	1	5
With Union Freight Railroad,* at Causeway Street, at Fitchburg		
Railroad Yard,	1	2
With Union Freight Railroad,* at Causeway Street, at Canal Street,	1	2
With Union Freight Railroad,* at Causeway Street, at Portland		
Street, .	1	2
With Union Freight Railroad,* at Causeway Street, at Merrimac		
Square,	1	2
With Union Freight Railroad,* at Causeway Street, at Stamford		
Street, .	1	1
With Union Freight Railroad,* at Lowell Street, at Causeway Street,	1	1
With Union Freight Railroad,* at Lowell Street, at Brighton Street,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	111	95

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	203	7	759	7	962
Employees,	-	8	1	3	1	11
Other persons,	-	37	9	462	9	499
TOTALS,	-	248	17	1,224	17	1,472

* Used for freight only.

† Not used by West End Street Railway.

STATEMENT OF EACH ACCIDENT.

- Oct. 1, 1897. — Team and car; driver of team injured.
October 1. — Man struck by a car.
October 1. — Woman fell getting off car.
October 1. — Man fell getting off car.
October 2. — Woman fell getting off car.
October 2. — Car derailed; passenger injured.
October 2. — Team and car; driver of team injured.
October 2. — Woman fell getting off car.
October 2. — Man fell from car.
October 3. — Carriage and car; occupants in carriage hurt.
October 3. — Man fell off car.
October 3. — Man struck by car.
October 3. — Collision between team and car; passenger in car injured.
October 4. — Woman fell trying to board car.
October 4. — Woman fell from car.
October 4. — Man on car struck by a passing team.
October 4. — Team and car; driver of team injured.
October 5. — Woman fell trying to board car.
October 5. — Man on car injured by trolley rope.
October 5. — Team and car; driver of team injured.
October 5. — Collision of cars; passenger injured.
October 6. — Woman injured getting off car.
October 6. — Woman fell on fender of car.
October 7. — Team and car; driver of team injured.
October 7. — Boy fell from car.
October 7. — Woman fell getting off car.
October 7. — Man injured leaving car.
October 8. — Man had hand injured by trolley coming off.
October 8. — Woman fell getting off car.
October 8. — Man fell getting on car.
October 9. — Passenger injured by trolley coming off.
October 9. — Team and car; driver of team injured.
October 9. — Woman jumped and fell from car.
October 10. — Woman fell boarding moving car.
October 10. — Man fell getting off car.
October 11. — Team and car; driver of team injured.
October 11. — Collision of cars; motorman injured (employee).
October 11. — Man on bicycle struck by car.
October 11. — Car and team; man in car injured.
October 12. — Woman fell getting off car.
October 13. — Man on car hit by passing team.
October 13. — Team and car; driver of team injured.
October 13. — Woman fell getting on car.
October 14. — Man fell from car.
October 15. — Team and car; driver of team injured.
October 15. — Man fell from car.
October 16. — Girl struck by car (death).
October 16. — Team and car; driver of team injured.
October 16. — Man fell from car.
October 16. — Woman fell getting off car.

October 17. — Carriage and car; driver of carriage injured.
October 17. — Woman jumped and fell from car.
October 17. — Woman jumped and fell from car.
October 18. — Team and car; driver of team injured.
October 18. — Man on car struck by car.
October 18. — Woman fell getting off car.
October 19. — Man fell from car.
October 19. — Man on bicycle struck by car.
October 19. — Woman fell getting on car.
October 19. — Woman injured getting off car.
October 19. — Man struck by car.
October 19. — Derailed car; woman passenger injured.
October 20. — Man fell getting off car.
October 20. — Woman collided with car
October 20. — Woman fell after boarding car.
October 21. — Man struck by car.
October 21. — Team and car; driver of team injured.
October 21. — Woman fell getting off car.
October 21. — Man struck by car.
October 22. — Carriage and car; driver of carriage hurt.
October 22. — Team and car; passenger in car injured.
October 23. — Woman fell getting off car.
October 23. — Man jumped and fell from car.
October 23. — Man fell in car.
October 24. — Man fell trying to board car.
October 24. — Fuse blew out; passenger injured.
October 25. — Woman had finger injured by door of car.
October 25. — Woman jumped and fell from car.
October 25. — Man claims injury on car.
October 25. — Man fell getting off car.
October 25. — Man struck by a car.
October 26. — Buggy and car; driver of buggy injured.
October 26. — Coupe and car; passenger in car injured.
October 26. — Team and car; driver of team injured.
October 27. — Man fell getting off car.
October 27. — Team and car; driver of team injured.
October 29. — Collision of cars; passenger injured.
October 30. — Woman jumped and fell from car.
October 30. — Man struck by a car.
October 30. — Team and car; driver of team injured.
October 31. — Man fell trying to board car.
October 31. — Little girl injured by door of car.
November 1. — Team and car; driver of team injured.
November 1. — Man claims injury getting on car.
November 2. — Man fell from car.
November 2. — Man struck by a car.
November 3. — Trolley came off; man injured.
November 3. — Team and car; driver of team injured.
November 3. — Man jumped and fell from car.
November 4. — Woman fell within car.
November 4. — Team and car; driver of team injured.
November 4. — Trolley came off; passenger injured.

- November* 4. — Team and car; driver of team injured.
November 4. — Man fell getting off car.
November 4. — Man fell in car.
November 6. — Man fell getting off moving car.
November 6. — Woman claims injury getting on car.
November 6. — Team and car; driver of team injured.
November 7. — Man injured by being struck by trolley rope.
November 7. — Woman fell getting off car.
November 7. — Man on car injured by sparks from overhead switch.
November 8. — Woman fell from car.
November 8. — Team and car; driver of team injured.
November 8. — Man on bicycle struck by car.
November 8. — Team and car; passenger in car injured.
November 8. — Carriage and car; occupant in carriage injured.
November 9. — Man injured getting on car.
November 9. — Man jumped and fell from car.
November 10. — Woman fell from car.
November 11. — Man fell getting off car.
November 11. — Woman fell getting off car.
November 11. — Boy struck by a car.
November 11. — Man fell getting off car.
November 12. — Team and car; driver of team injured.
November 12. — Man knocked down on account of car striking a board which he was carrying.
November 13. — Man had hand injured by door of car.
November 13. — Man fell from car.
November 13. — Woman struck by a car.
November 13. — Woman fell getting off car.
November 13. — Woman struck by falling wire.
November 13. — Man fell trying to board car.
November 13. — Woman fell in car.
November 13. — Team and car; driver of team injured.
November 14. — Man dragged by a car.
November 15. — Woman fell getting off car.
November 15. — Team and car; driver of team injured.
November 15. — Woman fell trying to board car.
November 15. — Collision of cars; passenger injured.
November 15. — Team and car; driver of team injured.
November 16. — Conductor caught between cars (death, employee).
November 16. — Man on bicycle struck by car.
November 16. — Team and car; driver of team injured.
November 17. — Man struck by car.
November 17. — Conductor struck by a trolley (employee).
November 17. — Team and car; driver of team injured.
November 18. — Man struck by a car.
November 18. — Team and car; driver of team injured.
November 18. — Man fell getting off car.
November 19. — Team and car; driver of team injured.
November 20. — Man struck by car.
November 20. — Man fell trying to board car.
November 20. — Team and car; driver of team injured.
November 20. — Man fell getting off car.

- November 20.* — Man in hole struck by fender of car.
November 21. — Carriage and car; driver of carriage injured.
November 22. — Woman struck by a car.
November 22. — Man struck by a car.
November 22. — Team and car; driver of team injured.
November 23. — Man fell from car.
November 23. — Man struck by a car.
November 24. — Team and car; passenger in car injured.
November 24. — Collision of cars; passenger injured.
November 25. — Carriage and car; driver of carriage injured.
November 26. — Man fell from car.
November 26. — Carriage and car; driver of carriage injured.
November 26. — Man fell within car.
November 26. — Man fell from car.
November 27. — Team and car; driver of team injured.
November 28. — Team and car; driver of team injured.
November 28. — Man jumped and fell from car.
November 28. — Woman fell getting off car.
November 29. — Woman fell getting off car.
November 29. — Team and car; driver of team injured.
November 30. — Woman fell trying to board car.
November 30. — Woman struck by falling sign.
November 30. — Man boarding car; struck by a team.
November 30. — Team and car; driver of team injured.
December 1. — Coupe and car; driver of coupe injured.
December 1. — Team and car; driver of team injured.
December 1. — Man struck by car.
December 2. — Woman fell on fender of car.
December 2. — Man fell getting off car.
December 2. — Man fell trying to board car.
December 2. — Woman fell getting off car.
December 3. — Man fell getting off car.
December 3. — Woman fell in car.
December 3. — Man fell trying to board car.
December 3. — Team and car; driver of team injured.
December 4. — Man fell getting off car.
December 4. — Carriage and car; driver of carriage injured.
December 5. — Team and car; driver of team injured.
December 5. — Man had finger injured by door of car.
December 6. — Woman injured on car.
December 6. — Man fell over fender of car.
December 6. — Man fell from car.
December 7. — Man caught between shed and car (death).
December 7. — Man fell trying to board car.
December 8. — Woman fell trying to board car.
December 8. — Woman struck by a car.
December 9. — Man claims to have received a shock on car.
December 9. — Man fell getting off car.
December 10. — Woman jumped and fell from car.
December 11. — Man fell getting off car.
December 11. — Team and car; driver of team injured.
December 11. — Man injured on car.

December 11. — Woman fell getting off car.
December 11. — Man struck by fender on car.
December 12. — Man struck by a bar that had been struck by a car.
December 13. — Man fell from a car.
December 13. — Derailed car; passenger injured.
December 13. — Woman fell getting off car.
December 13. — Woman claims she was thrown from car.
December 14. — Woman fell getting off car.
December 15. — Woman fell over fender of car.
December 16. — Woman received a shock from heater on car.
December 16. — Woman fell in car.
December 16. — Man fell getting off car.
December 16. — Woman fell getting on moving car.
December 16. — Man jammed between car and fence.
December 18. — Controller blew out; conductor injured (employee).
December 18. — Woman fell trying to board car.
December 19. — Woman fell getting on car.
December 20. — Team and car: driver of team injured.
December 20. — Man injured getting on car.
December 20. — Man jammed and fell from car.
December 21. — Woman fell getting off car.
December 21. — Man fell from car.
December 22. — Team and car; driver of team injured.
December 22. — Man jumped and fell from car.
December 22. — Collision of cars; passenger injured.
December 22. — Team and car; driver of team injured.
December 22. — Man fell leaving car.
December 23. — Man had hand injured by door of car.
December 23. — Team and car; driver of team injured.
December 23. — Woman had thumb jammed by door of car.
December 23. — Man fell trying to board car.
December 23. — Woman injured by sudden start of car.
December 23. — Man fell getting off car.
December 24. — Man getting off car struck by passing car.
December 24. — Woman jumped and fell from car.
December 24. — Man struck by a car.
December 24. — Man fell from a car.
December 24. — Woman fell in car.
December 25. — Team and car; driver of team injured.
December 25. — Woman fell getting off car.
December 26. — Woman fell in car.
December 26. — Man fell getting off car.
December 26. — Conductor struck by falling trolley (employee).
December 26. — Woman struck by a car.
December 26. — Woman fell getting off car.
December 27. — Woman fell on platform of car.
December 27. — Woman claims injury getting on car.
December 28. — Man fell from car.
December 28. — Man injured by gate of car while a passenger.
December 29. — Collision of cars; conductor injured (employee).
December 29. — Team and car; driver of team injured.
December 30. — Man fell getting off car.

- December 30.* — Man struck by a car; fell into a hole.
Jan. 1, 1898. — Team and car; driver of team injured.
January 3. — Man run over by car.
January 3. — Team and car; woman in car injured by collision.
January 3. — Woman struck by a car.
January 3. — Man fell trying to board car.
January 3. — Woman fell getting off car.
January 4. — Man fell getting off car.
January 4. — Man struck by a car.
January 4. — Carriage and car; occupant in carriage hurt.
January 4. — Team and car; driver of team injured.
January 6. — Woman fell getting off car.
January 6. — Carriage and car; woman in carriage injured.
January 6. — Team and car; driver of team injured.
January 7. — Man fell from car.
January 7. — Team and car; driver of team injured.
January 8. — Woman fell off car.
January 8. — Woman fell on car.
January 8. — Team and car; driver of team injured.
January 9. — Woman struck by a car.
January 9. — Woman injured by starting of car.
January 9. — Woman fell getting off car.
January 9. — Man jumped and fell from car.
January 10. — Woman fell on fender of car.
January 10. — Boy struck by car.
January 10. — Man jumped and fell from car.
January 10. — Woman injured by sudden starting of car.
January 10. — Team and car; driver of team injured.
January 11. — Man on step of car struck by a team.
January 11. — Man jumped and fell from car.
January 11. — Team and car; driver of team injured.
January 11. — Woman fell getting off car.
January 12. — Woman fell getting off car.
January 12. — Man fell in front of car and was struck by car.
January 13. — Man struck by car.
January 13. — Man fell getting off car.
January 13. — Man fell getting on moving car.
January 14. — Woman dragged trying to board car.
January 15. — Man fell in car.
January 15. — Team and car; driver of team injured.
January 16. — Woman injured in car.
January 16. — Woman fell in car.
January 17. — Man fell from car.
January 17. — Woman fell getting off car.
January 17. — Man struck by falling trolley.
January 17. — Team and car; driver of team injured.
January 19. — Woman fell getting off car.
January 19. — Team and car; driver of team injured.
January 19. — Woman fell trying to board car.
January 19. — Woman jumped and fell from car.
January 19. — Man struck by a car.
January 20. — Man jumped and fell from car.

January 20. — Woman fell getting off car.
January 21. — Woman struck by a car.
January 21. — Team and car; driver of team injured.
January 21. — Man fell getting on car.
January 21. — Woman fell getting off car.
January 21. — Intoxicated man fell trying to board car.
January 21. — Man struck by car.
January 21. — Man fell getting off car.
January 23. — Woman fell getting off car.
January 24. — Little girl struck by car.
January 24. — Man fell from car (death).
January 24. — Woman fell trying to board car.
January 24. — Man fell getting off car.
January 24. — Woman fell in car.
January 25. — Man fell getting off car.
January 26. — Man fell in car.
January 26. — Collision of cars; man injured.
January 27. — Man fell from car.
January 27. — Collision of cars; man injured.
January 27. — Little girl fell getting on car.
January 27. — Team and car; driver of team injured.
January 28. — Team and car; driver of team injured.
January 28. — Man struck by a car.
January 28. — Man fell leaving car.
January 29. — Team and car; driver of team injured.
January 30. — Woman fell getting on car.
January 31. — Man fell in car.
January 31. — Team and car; driver of team injured.
January 31. — Woman fell getting on car.
January 31. — Woman fell getting off car.
January 31. — Collision of cars; passenger injured.
January 31. — Sleigh and car; occupant in sleigh injured.
February 2. — Woman fell getting off car.
February 2. — Woman fell getting on car.
February 2. — Conductor fell from plough and was struck by car (employee).
February 3. — Man fell trying to board car.
February 3. — Man received a shock on car.
February 4. — Woman fell in car.
February 4. — Man slipped in car.
February 5. — Man fell getting on car.
February 5. — Boy struck by car.
February 5. — Woman fell in car.
February 5. — Woman fell leaving car.
February 6. — Woman dragged trying to board car.
February 6. — Man struck by a tow car.
February 6. — Team and car; driver of team injured.
February 7. — Woman fell on platform of car.
February 7. — Woman injured by sudden start of car.
February 7. — Man struck by a car.
February 8. — Woman fell in car.
February 8. — Collision of cars; passenger injured.
February 8. — Team and car; driver of team injured.

- February* 8. — Team and car; driver of team injured.
February 9. — Man struck by fender of car.
February 9. — Woman fell getting off car.
February 9. — Woman fell getting off car.
February 9. — Woman fell getting on car.
February 9. — Man had finger injured by door of car.
February 10. — Woman injured on car.
February 10. — Man fell getting off car.
February 10. — Man struck by fender of car.
February 10. — Man fell trying to board car.
February 11. — Man fell getting off car.
February 11. — Man fell in car.
February 11. — Man struck by fender of car.
February 12. — Team and car; driver of team injured.
February 12. — Controller blew out; passenger injured.
February 13. — Man fell over fender of car.
February 13. — Woman fell trying to board car.
February 13. — Fuse blew out; passenger injured.
February 14. — Team and car; driver of team injured.
February 14. — Woman fell in car.
February 14. — Woman fell trying to board car.
February 14. — Collision of cars; passenger injured.
February 15. — Woman injured by having clothes burned on car.
February 15. — Team and car; driver of team injured.
February 15. — Man fell getting on car.
February 16. — Carriage and car; driver of carriage injured.
February 16. — Woman fell in car.
February 16. — Team and car; driver of team injured.
February 16. — Woman fell getting off car.
February 17. — Woman ran against car.
February 17. — Man injured by gate of car.
February 18. — Team and car; driver of team injured.
February 18. — Woman fell getting off car.
February 18. — Collision of cars; passenger injured.
February 18. — Man injured trying to board car.
February 18. — Team and car; woman in car injured.
February 19. — Woman struck by car.
February 19. — Team and car; driver of team injured.
February 19. — Man received a shock on car.
February 19. — Collision of cars; passenger injured.
February 19. — Woman injured by sudden start of car.
February 20. — Carriage and car; occupant of carriage injured.
February 20. — Woman boarded moving car and fell.
February 21. — Man fell in car.
February 21. — Team and car; driver of team injured.
February 21. — Man fell getting off car.
February 21. — Man struck by fender of car.
February 21. — Woman injured on car.
February 21. — Woman fell trying to board car.
February 22. — Woman fell getting off car.
February 23. — Man struck by car.
February 23. — Woman fell in car.

February 23. — Woman struck by car.
February 23. — Man jumped and fell from car.
February 23. — Man fell getting off car.
February 23. — Team and car; driver of team injured.
February 23. — Woman fell getting on car.
February 24. — Man fell over fender of car.
February 24. — Man had hand injured by door of car.
February 24. — Woman jumped and fell from car.
February 24. — Man injured getting on car.
February 25. — Carriage and car; occupant of carriage injured.
February 25. — Team and car; driver of team injured.
February 25. — Man struck by car.
February 26. — Man fell from car.
February 26. — Man fell trying to board car.
February 26. — Man fell trying to board car.
February 26. — Woman fell over fender of car.
February 26. — Conductor dragged getting on car (employee).
February 26. — Team and car; driver of team injured.
February 26. — Trolley came off; woman injured.
February 27. — Woman jumped and fell from car.
February 27. — Man injured getting on car.
February 27. — Woman fell getting on car.
February 28. — Man jumped and fell from car.
February 28. — Team and car; driver of team injured.
March 1. — Woman had hand injured by door of car.
March 1. — Team and car; driver of car injured.
March 1. — Woman fell trying to board car.
March 1. — Woman fell trying to board car.
March 1. — Woman struck by fender of car.
March 1. — Woman had eye injured on car.
March 1. — Man jumped and fell from car.
March 1. — Boy fell in car.
March 3. — Team and car; driver of team injured.
March 3. — Man fell from car.
March 4. — Woman fell getting off car.
March 4. — Man dragged trying to board car.
March 4. — Man struck by car.
March 4. — Team and car; driver of team injured.
March 4. — Man fell from car.
March 5. — Team and car; driver of team injured.
March 5. — Woman fell in car.
March 5. — Man fell getting off car.
March 5. — Woman fell against car.
March 6. — Team and car; driver of team injured.
March 7. — Man jumped and fell from car.
March 7. — Woman fell getting off car.
March 7. — Woman fell upon fender of car.
March 7. — Man jumped and fell from car.
March 7. — Car on fire; passenger injured.
March 7. — Man on car struck by pole on passing team.
March 7. — Woman struck by fender of car.
March 7. — Team and car; driver of team injured.

- March* 8. — Man struck by fender of car.
March 8. — Woman struck by a car.
March 8. — Team and car; driver of team injured.
March 8. — Man fell against car.
March 8. — Man on bicycle struck by car.
March 8. — Man struck by car.
March 9. — Man fell getting off car.
March 9. — Man injured getting on car.
March 9. — Woman dragged attempting to get on car.
March 9. — Passenger had thumb injured by door of car.
March 9. — Team and car; driver of team injured.
March 10. — Collision of cars; passenger injured.
March 10. — Man injured by falling against door of car.
March 10. — Team and car; driver of team injured.
March 10. — Woman fell in car.
March 10. — Man dragged trying to board car.
March 10. — Man struck by fender of car.
March 10. — Man fell getting off car.
March 11. — Woman fell trying to board car.
March 11. — Man fell getting off car.
March 11. — Man injured getting on car.
March 12. — Man struck by a car.
March 12. — Man dragged trying to board car.
March 12. — Woman fell in car.
March 12. — Team and car; driver of team injured.
March 12. — Collision of cars; passenger injured.
March 13. — Man jumped and fell from car.
March 13. — Man injured on car.
March 13. — Woman fell getting off car.
March 13. — Team and car; driver of team injured.
March 13. — Woman fell near car.
March 14. — Woman injured getting on car.
March 14. — Switchman struck by car (employee).
March 14. — Man fell from car.
March 14. — Man jumped and fell from car.
March 14. — Woman fell from car.
March 14. — Man fell trying to board car.
March 15. — Man fell getting off car.
March 15. — Woman fell over fender of car.
March 15. — Man fell getting off car.
March 16. — Man struck by a car.
March 16. — Boy jumped and fell from car.
March 16. — Man jumped and fell from car.
March 16. — Woman fell trying to board car.
March 16. — Man fell trying to board car.
March 17. — Team and car; driver of team injured.
March 17. — Passenger injured by broken glass.
March 17. — Woman fell in car.
March 17. — Man fell leaving car.
March 17. — Woman fell getting off car.
March 18. — Man fell getting off car.
March 18. — Woman fell getting off car.

- March 18.* — Woman fell getting on car.
March 18. — Man struck by fender of car.
March 19. — Woman fell getting off car.
March 19. — Man struck by rope.
March 20. — Collision of cars; passenger injured.
March 20. — Man struck by car.
March 20. — Man injured by door of car.
March 21. — Woman fell in car.
March 21. — Team and car; driver of team injured.
March 21. — Woman injured by door of car.
March 22. — Team and car; driver of team injured.
March 23. — Boy run over by car (death).
March 23. — Team and car; driver of team injured.
March 23. — Man jumped and fell from car.
March 24. — Man injured getting on car.
March 25. — Man fell getting off car.
March 25. — Man on bicycle struck by car.
March 25. — Team and car; driver of team injured.
March 25. — Woman struck by a car.
March 26. — Woman on bicycle struck by car.
March 26. — Team and car; driver of team injured.
March 26. — Man injured getting on moving car.
March 26. — Man jumped and fell from car.
March 26. — Man on bicycle struck by car (death).
March 27. — Team and car; driver of team injured.
March 27. — Collision of cars; passenger injured.
March 27. — Woman had hand injured by door of car.
March 27. — Man jumped and fell from car.
March 27. — Man fell in car.
March 27. — Woman injured getting on car.
March 28. — Woman struck by a car.
March 28. — Woman claims injury getting on car.
March 28. — Man on bicycle struck by car.
March 28. — Woman injured getting on car.
March 28. — Team and car; driver of team injured.
March 29. — Collision of cars; passenger injured.
March 29. — Man fell on platform of car.
March 29. — Team and car; driver of team injured.
March 30. — Man jumped and fell from car.
March 30. — Team and car; driver of team injured.
March 30. — Man injured by door of car.
March 31. — Man on horseback struck by car.
April 1. — Woman fell getting off car.
April 1. — Woman received a shock on car.
April 1. — Fuse blew out; man injured.
April 1. — Man received a shock on car.
April 2. — Man jumped and fell from car.
April 2. — Man fell in car.
April 3. — Woman had hand injured by door of car.
April 3. — Man jammed between car and fence.
April 3. — Man fell getting off car.
April 4. — Man jammed between car and fence.

- April 4.* — Man fell trying to board car (death).
April 5. — Team and car; driver of team injured.
April 5. — Man fell trying to board car.
April 5. — Man fell getting off car.
April 5. — Team and car; driver of team injured.
April 5. — Man fell getting off car.
April 5. — Boy struck by a car.
April 7. — Man injured within car.
April 7. — Team and car; driver of team injured.
April 7. — Woman struck by fender of car.
April 7. — Man struck by a car.
April 7. — Man fell getting off car.
April 7. — Woman injured by sudden start of car.
April 8. — Woman struck by a car.
April 8. — Man struck by a fender.
April 8. — Man fell getting on car.
April 8. — Woman fell getting off car.
April 8. — Man dragged trying to get on car.
April 9. — Woman fell trying to board car.
April 9. — Woman injured on car.
April 9. — Man injured getting on car.
April 9. — Man injured by door of car.
April 9. — Man fell getting off car.
April 9. — Team and car; driver of team injured.
April 9. — Woman fell getting off car.
April 9. — Man injured by trolley coming off.
April 9. — Man fell through door of car.
April 9. — Man on bicycle struck by car.
April 10. — Carriage struck by car; man in carriage injured.
April 10. — Woman injured getting off car.
April 11. — Man fell trying to board car.
April 11. — Woman fell trying to board car.
April 11. — Team and car; driver of team injured.
April 11. — Man received a shock on car.
April 11. — Man fell trying to board car.
April 11. — Man fell getting off car.
April 12. — Man fell trying to get on car.
April 12. — Woman fell getting off car.
April 12. — Man fell getting off car.
April 12. — Team and car; driver of team injured.
April 12. — Man injured by ventilator on car.
April 12. — Man run over by car.
April 12. — Man injured by glass on car.
April 12. — Woman injured on car.
April 13. — Man jumped and fell from car.
April 13. — Man on bicycle and car.
April 13. — Collision of cars; woman injured.
April 13. — Man fell getting off car.
April 13. — Man injured by trolley rope.
April 13. — Man struck by a car.
April 13. — Woman fell getting on car.
April 14. — Man struck by a car.

- April 14.* — Man jumped and fell from car.
April 14. — Woman fell in car.
April 14. — Team and car; driver of team injured.
April 14. — Man injured by step of car breaking.
April 14. — Man struck by a car.
April 14. — Woman fell getting off car.
April 14. — Man fell getting off car.
April 14. — Woman fell near car.
April 15. — Man fell trying to board car.
April 15. — Team and car; driver of team injured.
April 16. — Collision of cars; passengers injured.
April 16. — Woman fell in car.
April 16. — Man fell trying to board car.
April 16. — Man on car struck by passing team.
April 16. — Man injured trying to board car.
April 16. — Collision of team and car; driver of team injured.
April 16. — Collision of cars; passenger injured.
April 17. — Woman jumped and fell from car.
April 17. — Woman fell getting off car.
April 17. — Man struck by a car.
April 17. — Man fell trying to board car.
April 17. — Woman struck by falling wire.
April 18. — Man fell trying to board car.
April 18. — Woman struck by door of car.
April 18. — Man on bicycle struck by car.
April 18. — Man fell in car.
April 18. — Man fell getting off car.
April 18. — Man on horse-back struck by car.
April 19. — Man injured getting on car.
April 19. — Man fell getting off car.
April 19. — Woman jumped and fell from car.
April 19. — Woman on bicycle struck by car.
April 19. — Team and car; driver of team injured.
April 20. — Man jumped and fell from car.
April 20. — Woman fell getting off car.
April 20. — Team and car; driver of team injured.
April 20. — Man fell from car.
April 20. — Woman fell in car.
April 20. — Man struck by falling trolley pole.
April 21. — Man dragged trying to board car.
April 21. — Man struck by car fender.
April 21. — Woman fell trying to board car.
April 21. — Team and car; driver of team injured.
April 21. — Man struck by fender of car.
April 21. — Man jumped and fell from car.
April 22. — Collision of cars; passenger injured.
April 22. — Woman injured by gate on car.
April 22. — Woman on bicycle struck by car.
April 22. — Boy struck by fender on car.
April 22. — Man jumped and fell from car.
April 22. — Team and car; driver of team injured.
April 22. — Man injured by fuse on car.

- April 23.* — Team and car; driver of team injured.
April 23. — Man dragged trying to board car.
April 23. — Man fell over fender of car.
April 23. — Man fell trying to board car.
April 23. — Woman fell upon fender of car.
April 23. — Woman fell in car.
April 23. — Man fell over fender of car.
April 24. — Man fell getting off car.
April 24. — Man fell trying to board car.
April 25. — Girl run over by car (death).
April 25. — Man on bicycle and car.
April 25. — Woman injured by door of car.
April 25. — Team and car; driver of team injured.
April 25. — Man jumped from car and fell.
April 26. — Man fell near car.
April 26. — Woman jumped from car and fell.
April 26. — Man jumped from car and fell.
April 26. — Team and car; driver of team injured.
April 26. — Woman fell getting on car.
April 27. — Man fell trying to board car.
April 27. — Woman fell near car.
April 27. — Man fell trying to board car.
April 28. — Man fell in car.
April 28. — Man fell from car.
April 28. — Man ran against car and was injured.
April 28. — Team and car; driver of team injured.
April 28. — Woman injured on car.
April 29. — Man injured by trolley rope.
April 29. — Man on car injured by a barrel.
April 29. — Team and car; driver of team injured.
April 30. — Car derailed; passenger injured.
April 30. — Man on bicycle struck by car.
April 30. — Team and car; driver of team injured.
April 30. — Woman injured getting on car.
April 30. — Man fell getting off car.
April 30. — Man struck by fender on car.
April 30. — Woman fell trying to board car.
May 1. — Man jumped from car and fell.
May 1. — Man fell trying to board car.
May 1. — Woman injured on car.
May 2. — Team and car; driver of team injured.
May 2. — Woman struck by fender of car.
May 3. — Man jumped from car and fell.
May 3. — Woman fell getting off car.
May 4. — Team and car; driver of team injured.
May 4. — Fuse blew out; woman passenger in car injured.
May 4. — Man fell trying to board car.
May 4. — Man fell getting off car.
May 4. — Derailed car; passenger injured.
May 4. — Collision of cars; passenger injured.
May 4. — Trolley came off; passenger injured.
May 5. — Man on bicycle struck by car.

- May 5.* — Man injured by being caught between car and post.
May 5. — Man fell in car.
May 5. — Man jumped and fell from car.
May 5. — Car struck by train; passengers injured.
May 5. — Man fell getting off car.
May 5. — Man fell within car.
May 6. — Team and car; driver of team injured.
May 6. — Team and car; passenger injured.
May 6. — Man fell trying to board car.
May 6. — Woman on bicycle struck by car.
May 6. — Woman fell getting off car.
May 6. — Man fell trying to board car.
May 7. — Man on bicycle struck by car.
May 7. — Man fell trying to board car.
May 7. — Man fell from car.
May 7. — Woman fell in car.
May 7. — Man fell trying to board car.
May 7. — Team and car; driver of team injured.
May 7. — Fuse blew out; passenger injured.
May 7. — Trolley rope fell; injured passenger.
May 8. — Man fell getting off car.
May 8. — Woman struck by fender of car.
May 8. — Man on bicycle struck by car.
May 8. — Man struck by fender.
May 8. — Man fell getting off car.
May 9. — Man fell getting off car.
May 9. — Team and car; driver of team injured.
May 9. — Woman injured on a car.
May 9. — Woman fell in car.
May 9. — Man fell from car.
May 9. — Man fell trying to board moving car.
May 10. — Man fell getting off car.
May 10. — Man injured on car.
May 10. — Man jumped and fell from car.
May 10. — Woman fell trying to board car.
May 10. — Woman fell getting off car.
May 10. — Team and car; driver of team injured.
May 11. — Man fell getting off car.
May 11. — Woman on bicycle struck by car.
May 11. — Woman fell getting on car.
May 11. — Team and car; driver of team injured.
May 11. — Woman fell getting off car.
May 12. — Man fell trying to board car.
May 12. — Team and car; driver of team injured.
May 12. — Man jumped and fell from car.
May 12. — Man injured getting on car.
May 12. — Man on bicycle and car.
May 12. — Man fell getting off car.
May 12. — Man on bicycle struck by car.
May 12. — Woman on bicycle struck by car.
May 12. — Woman injured by door of car.
May 12. — Man struck by brake handle.

- May 13.* — Man injured by falling wire.
May 13. — Woman fell getting off car.
May 13. — Man fell trying to board car.
May 13. — Team and car; driver of team injured.
May 14. — Man fell trying to board car.
May 14. — Man struck by a car.
May 14. — Man fell from car.
May 14. — Controller on fire; woman injured.
May 14. — Woman jumped and fell from car.
May 14. — Overhead switch burned out; passenger injured.
May 14. — Man fell getting off car.
May 15. — Man fell getting off car.
May 15. — Woman struck by a car.
May 16. — Team and car; driver of team injured.
May 16. — Team and car; woman in car injured.
May 16. — Man fell from car.
May 16. — Collision of cars; passenger injured.
May 16. — Man jumped and fell from car.
May 17. — Man fell getting off car.
May 17. — Woman injured getting on car.
May 17. — Woman jumped and fell from car.
May 17. — Woman struck by a car.
May 17. — Man struck by a car.
May 17. — Man fell trying to board car.
May 17. — Woman fell getting off car.
May 17. — Man on bicycle struck by car.
May 17. — Man fell getting off car.
May 17. — Woman struck by a car.
May 18. — Man jumped and fell from car.
May 18. — Man struck by fender of car.
May 18. — Woman fell in car.
May 18. — Woman fell getting off car.
May 18. — Man fell getting off car.
May 18. — Team and car; driver of team injured.
May 18. — Man fell trying to board car.
May 19. — Man injured on car.
May 19. — Team and car; driver of team injured.
May 19. — Man injured on account of trolley coming off.
May 19. — Collision of cars; woman injured.
May 19. — Man struck by a car.
May 19. — Woman fell getting off car.
May 19. — Woman dragged trying to board car.
May 20. — Man injured on car.
May 20. — Man fell trying to board car.
May 20. — Woman fell getting off car.
May 20. — Team and car; driver of team injured.
May 20. — Man jumped and fell from car.
May 20. — Man fell getting off car.
May 20. — Man on bicycle struck by car.
May 20. — Woman struck by car.
May 20. — Derailed car; passenger injured.
May 20. — Man on bicycle struck by car.

May 20. — Man injured by trolley rope.
May 20. — Man jumped and fell from car.
May 20. — Woman fell getting off car.
May 20. — Man fell from car.
May 20. — Man fell trying to board car.
May 20. — Carriage and car; driver of carriage injured.
May 22. — Man injured on car.
May 22. — Man jumped and fell from car.
May 22. — Man fell trying to board car.
May 22. — Man on bicycle struck by car.
May 22. — Man fell from car.
May 22. — Woman jumped and fell from car.
May 22. — Man injured by trolley rope.
May 22. — Woman had head injured on car.
May 23. — Man on bicycle struck by car.
May 23. — Woman fell getting off car.
May 23. — Man jumped and fell from car.
May 23. — Man struck by a car.
May 23. — Man fell getting off car.
May 23. — Team and car; driver of team injured.
May 23. — Team and car; driver of team injured.
May 24. — Man fell trying to board car.
May 25. — Man fell trying to board car.
May 25. — Man injured by door of car.
May 26. — Woman struck by a car.
May 26. — Man jumped and fell from car.
May 26. — Collision of cars; woman injured.
May 26. — Man struck by a car.
May 27. — Woman jumped and fell from car.
May 27. — Team and car; driver of team injured.
May 27. — Man injured on car.
May 27. — Man dragged trying to board car.
May 28. — Man had hand injured by door of car.
May 28. — Man fell getting off car.
May 28. — Collision of cars; passenger injured.
May 28. — Woman struck by a car.
May 29. — Man fell getting off car.
May 30. — Woman fell getting off car.
May 30. — Man jumped and fell from car.
May 30. — Collision of cars; man injured.
May 30. — Man fell trying to board car.
May 30. — Car derailed; passenger injured.
May 30. — Woman fell trying to board car.
May 31. — Man fell getting off car.
May 31. — Woman injured getting on car.
May 31. — Woman struck by a car.
May 31. — Man fell getting on car.
May 31. — Team and car; driver of team injured
May 31. — Woman fell getting off car.
June 1. — Man struck by fender of car.
June 1. — Woman fell trying to board car.
June 2. — Man injured in a collision of cars.

- June* 2. — Man struck by car.
June 2. — Man's team and car collided.
June 3. — Woman boarded moving car.
June 3. — Man fell within car.
June 3. — Man dragged getting off car.
June 3. — Man's team collided with car.
June 4. — Man fell getting off car.
June 4. — Man's team collided with car.
June 4. — Man injured by door of car.
June 4. — Man's bicycle and car collided.
June 5. — Man injured owing to sudden start of car.
June 5. — Woman injured owing to sudden start of car.
June 5. — Man fell from car.
June 5. — Woman fell getting into car.
June 5. — Woman fell getting off car.
June 5. — Man's team collided with car.
June 5. — Woman, team and car collided.
June 5. — Man fell leaving car.
June 6. — Woman fell getting off car.
June 6. — Man fell getting on car.
June 6. — Man struck by car (death).
June 6. — Man struck by car.
June 6. — Man fell getting off car.
June 7. — Man fell getting off car.
June 7. — Woman fell getting off car.
June 7. — Man fell trying to board car.
June 7. — Man injured by trolley rope.
June 8. — Man on car struck by a post.
June 8. — Team and car.
June 8. — Woman fell getting off car.
June 8. — Man fell getting off car.
June 9. — Team and car.
June 9. — Bicycle and car.
June 9. — Man struck by car.
June 9. — Woman fell getting off car.
June 9. — Buggy and car.
June 9. — Woman jumped and fell.
June 9. — Man injured getting on car.
June 9. — Woman fell getting off car.
June 9. — Woman fell getting off car.
June 9. — Man fell getting on car (death).
June 9. — Man fell trying to board car.
June 9. — Man fell getting off car.
June 10. — Woman injured by wire.
June 10. — Man jumped and fell.
June 10. — Woman fell getting off car.
June 10. — Man jumped and fell.
June 10. — Woman fell getting off car.
June 10. — Derailed car; man injured.
June 10. — Man injured on account of horse falling.
June 11. — Man struck by car.
June 11. — Woman fell getting off car.

June 11. — Team and car.
June 11. — Man fell trying to board car.
June 11. — Man jumped and fell.
June 11. — Man struck by car.
June 11. — Woman fell over fender.
June 11. — Man injured stopping horses.
June 11. — Bicycle and car.
June 11. — Derailed car.
June 11. — Man dragged getting off car.
June 12. — Man fell trying to board car.
June 12. — Woman and man collided.
June 12. — Man jumped and fell.
June 12. — Man fell getting off car.
June 12. — Woman fell getting off car.
June 12. — Man jumped and fell.
June 12. — Derailed car.
June 13. — Team and car.
June 13. — Man struck by car.
June 13. — Man fell getting off car.
June 13. — Woman fell getting off car.
June 13. — Woman fell over fender of car.
June 13. — Collision of cars.
June 13. — Woman jumped and fell.
June 13. — Man fell from car.
June 13. — Bicycle and car.
June 14. — Woman fell from car (death).
June 14. — Man fell trying to board car.
June 14. — Woman fell getting off car.
June 14. — Man struck by car.
June 14. — Team and car.
June 14. — Derailed car.
June 15. — Team and car.
June 15. — Collision of cars.
June 15. — Woman fell getting off car.
June 16. — Man jumped and fell.
June 16. — Man fell from car.
June 16. — Woman jumped and fell.
June 16. — Woman fell trying to board car.
June 16. — Team and car.
June 16. — Death on board car.
June 17. — Woman fell getting off car.
June 17. — Man fell trying to board car.
June 17. — Man fell getting off car.
June 17. — Derailed car.
June 18. — Team and car.
June 18. — Man fell from car.
June 18. — Collision of cars.
June 18. — Man fell trying to board car.
June 18. — Man fell within car.
June 18. — Man jumped and fell.
June 18. — Woman fell getting off car.
June 18. — Collision of cars.

- June 19. — Man fell getting off car.*
June 19. — Woman fell within car.
June 19. — Woman fell getting off car.
June 19. — Woman jumped and fell.
June 20. — Woman injured on account of car breaking.
June 20. — Man fell trying to board car.
June 20. — Woman jumped and fell.
June 20. — Woman fell getting off car.
June 20. — Man jumped and fell.
June 20. — Woman fell trying to board car.
June 20. — Man fell getting on car.
June 20. — Woman fell getting off car.
June 20. — Collision of cars.
June 20. — Team and car.
June 21. — Man on car struck by a car.
June 21. — Woman jumped and fell.
June 21. — Team and car.
June 21. — Team and car.
June 21. — Man fell getting on car.
June 21. — Collision of cars.
June 21. — Woman fell getting off car.
June 21. — Woman fell within car.
June 22. — Man dragged by car.
June 22. — Team and car.
June 22. — Man fell trying to board car.
June 22. — Man fell getting off car.
June 22. — Team and car.
June 23. — Woman fell from car.
June 23. — Man fell trying to board car.
June 23. — Man jumped and fell.
June 23. — Woman struck by falling globe.
June 23. — Woman fell getting off car.
June 23. — Woman fell trying to board car.
June 24. — Woman fell getting off car.
June 24. — Man fell trying to board car.
June 24. — Team and car.
June 25. — Bicycle and car.
June 25. — Man fell trying to board car.
June 25. — Man jumped and fell.
June 25. — Woman fell getting off car.
June 25. — Man fell trying to board car.
June 26. — Man's bicycle and car.
June 26. — Woman fell getting off car.
June 26. — Woman struck by car.
June 26. — Woman jumped and fell.
June 26. — Woman jumped and fell.
June 26. — Woman fell getting off car.
June 26. — Team and car.
June 26. — Woman fell getting off car.
June 27. — Team and car.
June 27. — Collision of cars.
June 27. — Man fell trying to board car.

- June 27.* — Woman fell getting off car.
June 27. — Man fell getting off car.
June 27. — Woman injured on car.
June 27. — Child struck by a horse.
June 28. — Man struck by car.
June 28. — Man's team and car.
June 28. — Woman getting off car.
June 28. — Man getting off car.
June 28. — Man, bicycle and car.
June 29. — Man jumped and fell.
June 29. — Man trying to board car.
June 29. — Woman trying to board car.
June 29. — Woman fell within car.
June 29. — Man, team and car.
June 29. — Man struck by car.
June 30. — Man struck by car.
June 30. — Woman fell from car.
June 30. — Woman struck by car.
June 30. — Man thrown from car.
June 30. — Man thrown from team.
June 30. — Man jumped and fell.
June 30. — Woman jumped and fell.
June 30. — Man getting off car.
June 30. — Man, team and car.
July 1. — Woman fell getting off car.
July 1. — Man fell getting off car.
July 1. — Woman fell boarding car.
July 1. — Man fell boarding car.
July 1. — Woman struck by car.
July 2. — Man injured on car.
July 2. — Man fell boarding car.
July 2. — Man fell getting off car.
July 2. — Woman injured by collision of cars.
July 2. — Man struck by car.
July 2. — Team and car; driver of team injured.
July 2. — Woman fell getting on car.
July 2. — Team and car; driver of team injured.
July 2. — Collision of cars; man injured.
July 3. — Collision of cars; man injured.
July 3. — Man fell getting off car.
July 3. — Man on car struck by a stone.
July 3. — Woman fell getting off car.
July 3. — Car on fire; man injured.
July 4. — Child struck by car.
July 4. — Man struck by a car.
July 4. — Man fell getting off car.
July 4. — Man fell getting on car.
July 4. — Woman fell getting off car.
July 5. — Man fell getting on car.
July 5. — Man fell getting off car.
July 5. — Man struck by a car.
July 5. — Man injured by seat of car.

- July 5.* — Woman on bicycle struck by car.
July 6. — Man fell getting off car.
July 6. — Team and car; driver of team injured.
July 7. — Man fell getting off car.
July 7. — Woman fell getting off car.
July 7. — Man on bicycle struck by car.
July 7. — Man injured by seat of car.
July 7. — Collision of cars; man injured.
July 8. — Man struck by a car.
July 8. — Man thrown from a car.
July 8. — Team and car; driver of team injured.
July 9. — Man fell getting off car.
July 9. — Woman fell getting off car.
July 9. — Collision of cars; passengers injured.
July 9. — Woman fell getting off car.
July 10. — Man fell getting off car.
July 11. — Man struck by a car.
July 11. — Man fell in car.
July 11. — Man fell getting off car.
July 11. — Team and car; driver of team injured.
July 11. — Man fell getting on car.
July 11. — Collision of cars; man injured.
July 12. — Man fell in car.
July 12. — Woman struck by brake on car.
July 12. — Team and car; driver of team injured.
July 12. — Man fell getting off car.
July 12. — Man on horse struck by car.
July 12. — Woman fell getting off car.
July 14. — Man fell getting on car.
July 14. — Man fell getting off car.
July 14. — Woman fell getting off car.
July 14. — Team and car; woman passenger injured.
July 15. — Man injured by seat of car.
July 15. — Man injured getting on car.
July 15. — Team and car; driver of team injured.
July 15. — Man fell from car.
July 16. — Man fell getting on car.
July 16. — Man struck by a car.
July 16. — Man fell getting off car.
July 16. — Car derailed; passenger injured.
July 16. — Man struck by a car.
July 16. — Woman fell getting off car.
July 16. — Man struck by trolley rope and injured.
July 17. — Team and car; driver of team injured.
July 17. — Man fell getting off car.
July 17. — Man fell getting on car.
July 17. — Team and car; driver of team injured.
July 18. — Man fell getting off car.
July 18. — Woman fell getting off car.
July 18. — Team and car; driver of team injured.
July 19. — Man fell getting off car.
July 19. — Man struck by register on car and injured.

July 19. — Man fell getting on car.
July 19. — Team and car; driver of team injured.
July 20. — Team and car; driver of team injured.
July 20. — Man fell getting off car.
July 20. — Collision of cars; passenger injured.
July 20. — Man fell getting on car.
July 20. — Team and car; driver of team injured.
July 20. — Man fell trying to board car.
July 20. — Man fell getting on car.
July 21. — Man fell getting off car.
July 21. — Man injured by seat of car.
July 21. — Woman injured getting off car.
July 22. — Man struck by a car.
July 22. — Man dragged by a car.
July 22. — Boy fell getting off car.
July 22. — Woman fell getting off car.
July 22. — Man fell getting on car.
July 22. — Woman jumped and fell from car.
July 22. — Man fell getting off car.
July 22. — Team and car; driver of team injured.
July 23. — Man walked against car.
July 23. — Man fell getting off car.
July 23. — Team and car; driver of team injured.
July 23. — Woman fell getting off car.
July 23. — Man fell getting on car.
July 23. — Trolley came off; man injured.
July 24. — Woman fell getting off car.
July 24. — Man struck by a car.
July 24. — Woman fell getting off car.
July 24. — Team and car; driver of team injured.
July 24. — Team and car; woman passenger injured.
July 24. — Man on bicycle struck by car.
July 24. — Man jumped and fell from car.
July 24. — Woman fell getting off car.
July 24. — Woman fell getting on car.
July 24. — Woman fell after leaving car.
July 25. — Man on bicycle struck by car.
July 25. — Woman fell after getting off car.
July 25. — Team and car; driver of team injured.
July 25. — Man fell getting off car.
July 26. — Man struck by a car.
July 26. — Man fell getting on car.
July 26. — Man fell getting off car.
July 26. — Team and car; driver of team injured.
July 27. — Man fell getting on car.
July 27. — Woman fell getting on car.
July 28. — Man fell getting on car.
July 28. — Team and car; driver of team injured.
July 28. — Man fell getting off car.
July 29. — Woman fell getting off car.
July 29. — Team and car; driver of team injured.
July 29. — Man fell getting off car.

July 29. — Woman fell getting off car.
July 29. — Man fell getting on car.
July 29. — Team and car; driver of team injured.
July 29. — Man struck by a car.
July 29. — Man fell getting on car.
July 29. — Man fell getting off car.
July 31. — Man jumped and fell from car.
July 31. — Man fell getting off car.
July 31. — Man fell getting on car.
July 31. — Man on car struck by a team.
July 31. — Man struck by a car.
August 1. — Man struck by a car.
August 2. — Carriage and car; man in carriage hurt.
August 2. — Man fell getting off car.
August 2. — Man fell getting on car.
August 2. — Cartridge exploded on car; man injured.
August 2. — Woman fell getting off car.
August 2. — Woman injured by falling register.
August 2. — Man hurt by falling register.
August 3. — Man fell getting off car.
August 3. — Team and car; driver of team injured.
August 4. — Woman fell getting off car.
August 4. — Man struck by a car.
August 4. — Man fell getting off car.
August 4. — Woman injured by fuse blowing out.
August 4. — Car derailed; man injured.
August 4. — Team and car; driver of team injured.
August 5. — Derailed car; man injured.
August 5. — Man fell getting on car.
August 5. — Team and car; driver of team injured.
August 5. — Man injured by being struck by a curtain on car.
August 5. — Man injured by overhead switch.
August 5. — Woman fell getting off car.
August 5. — Man struck by a car.
August 5. — Team and car; driver of team injured.
August 5. — Man struck by a car.
August 5. — Man injured by having clothes burned on car.
August 5. — Man injured getting off car.
August 5. — Team and car; driver of team injured.
August 7. — Collision of cars; passenger injured.
August 7. — Team and car; driver of team injured.
August 7. — Woman fell getting off car.
August 7. — Car disabled; woman injured.
August 8. — Passenger injured getting off car.
August 8. — Team and car; passenger in team injured.
August 8. — Man fell getting off car.
August 8. — Man fell getting on car.
August 8. — Man injured by trolley coming off.
August 9. — Man fell getting off car.
August 9. — Woman fell getting off car.
August 9. — Man struck by a car.
August 9. — Man on bicycle struck by a car.

August 9. — Woman fell getting off car.
August 10. — Woman fell getting off car.
August 10. — Man fell getting off car.
August 10. — Man fell in car.
August 11. — Man fell over fender of car.
August 12. — Passenger injured by overhead switch.
August 12. — Woman fell getting off car.
August 12. — Man fell getting off car.
August 12. — Man on bicycle struck by car.
August 13. — Man struck by car.
August 14. — Woman fell getting off car.
August 14. — Man struck by car.
August 14. — Man on bicycle struck by car.
August 15. — Woman fell getting off car.
August 15. — Man struck by trolley rope.
August 15. — Man jumped and fell from car.
August 15. — Man jumped and fell from car.
August 15. — Man struck by fender of car.
August 15. — Man fell from car.
August 16. — Man fell from car (death).
August 16. — Man jumped and fell from car.
August 16. — Team and car; driver of team injured.
August 17. — Man struck by car.
August 17. — Man fell getting off car.
August 17. — Man on bicycle struck by car.
August 17. — Man struck by a car.
August 17. — Team and car; driver of team injured.
August 17. — Collision of cars; man injured.
August 18. — Man struck by a car.
August 18. — Man fell getting on car.
August 18. — Man fell getting off car.
August 18. — Team and car; driver of team injured.
August 18. — Collision of cars; passenger injured.
August 19. — Team and car; driver of team injured.
August 19. — Man fell getting off car.
August 19. — Collision of cars; passenger injured.
August 20. — Man fell getting off car.
August 20. — Man fell getting on car.
August 20. — Man struck by a car.
August 20. — Child struck by a car.
August 20. — Collision of cars; man injured.
August 20. — Man injured by being struck by trolley
August 20. — Man injured by jumping on moving car.
August 21. — Man struck by a car.
August 21. — Man fell getting off car.
August 21. — Man on bicycle struck by a car.
August 21. — Woman fell getting on car.
August 22. — Man jumped and fell from car.
August 22. — Woman fell getting off car.
August 22. — Team and car; driver of team injured.
August 22. — Woman injured by being struck by trolley wire.
August 23. — Man jumped and fell from car.

- August 23.* — Man on buggy struck by car.
August 23. — Man injured by being struck by curtain on car.
August 23. — Man struck by car.
August 23. — Team and car; driver of team injured.
August 24. — Man struck by a car.
August 24. — Man fell getting off car.
August 24. — Man dragged trying to board car.
August 24. — Team and car; driver of team injured.
August 25. — Man fell getting off car.
August 25. — Man struck by a car.
August 25. — Man injured by a collision of cars.
August 25. — Man on bicycle struck by car.
August 25. — Team and car; driver of team injured.
August 25. — Woman injured getting off car.
August 26. — Man injured getting off car.
August 26. — Woman jumped and fell from car.
August 26. — Woman fell getting off car.
August 26. — Man fell getting on car.
August 26. — Team and car; driver of team injured.
August 27. — Man fell getting on car.
August 27. — Man fell getting off car.
August 27. — Man on bicycle struck by car.
August 27. — Woman fell getting off car.
August 27. — Woman fell getting on car.
August 28. — Man fell getting off car.
August 28. — Derailed car; passenger injured.
August 28. — Man injured getting on car.
August 28. — Woman struck by a car.
August 28. — Woman fell getting on car.
August 29. — Woman fell getting off car.
August 29. — Man fell getting off car.
August 30. — Man struck by car.
August 30. — Team and car; driver of team injured.
August 30. — Team and car; woman in car injured.
August 30. — Woman fell getting off car.
August 30. — Man jumped and fell from car.
August 30. — Boy fell from wheel and was struck by car.
August 31. — Boy run over by car.
August 31. — Woman struck by car.
August 31. — Man fell getting on car.
August 31. — Woman fell getting off car.
September 1. — Man jumped and fell getting off car.
September 1. — Woman jumped and fell getting off car.
September 1. — Team and car; driver of team injured.
September 2. — Woman fell trying to board car.
September 2. — Man fell getting off car.
September 2. — Woman fell getting off car.
September 2. — Wire fell, struck car, and passenger injured.
September 2. — Man struck by car.
September 2. — Man on car struck by a team.
September 3. — Man jumped and fell from car.
September 8. — Conductor on car struck by a team (employee).

September 3. — Man fell trying to board car.
September 3. — Man struck by a car.
September 3. — Woman fell against car.
September 3. — Team and car; driver of team injured.
September 3. — Team and car; passenger in car injured.
September 3. — Man on bicycle struck by car.
September 3. — Woman fell trying to board car.
September 3. — Woman fell getting off car.
September 3. — Woman jumped and fell from car.
September 3. — Man on car struck by a team.
September 3. — Man on car struck by a passing car.
September 3. — Man fell trying to board car.
September 3. — Woman fell trying to board car.
September 3. — Team and car; driver of team injured.
September 4. — Collision of cars; passenger injured.
September 4. — Woman injured on account of falling trolley.
September 4. — Woman injured attempting to get off moving car.
September 4. — Man jumped and fell from car.
September 5. — Woman fell getting off car.
September 5. — Man fell from car.
September 5. — Collision of cars; passenger injured.
September 5. — Woman claims injury by sudden start of car.
September 5. — Team and car; driver of team injured.
September 6. — Woman fell getting off car.
September 6. — Man jumped and fell from car.
September 6. — Team and car; driver of team injured.
September 7. — Team and car; driver of team injured.
September 7. — Woman fell getting off car.
September 7. — Man fell getting off car.
September 7. — Herdic and car; driver of herdic injured.
September 7. — Man struck by a car.
September 7. — Woman dragged trying to board car.
September 8. — Overhead switch burned out; passenger injured.
September 8. — Boy on car struck by another car.
September 8. — Woman fell getting off car.
September 8. — Man fell trying to get on car.
September 8. — Child fell getting off car.
September 8. — Woman fell getting on car.
September 9. — Woman injured trying to board car.
September 9. — Woman fell trying to get off car.
September 9. — Conductor fell from car (employee).
September 9. — Woman struck by car.
September 9. — Man fell trying to board car.
September 9. — Team and car; driver of team injured.
September 9. — Woman on bicycle struck by car.
September 9. — Man struck by car.
September 10. — Woman jumped and fell from car.
September 10. — Collision of cars; passenger injured.
September 10. — Woman fell trying to board car.
September 10. — Carriage and car; person in carriage injured.
September 10. — Man fell getting off car.
September 10. — Man on car struck by a team.

- September 10.* — Man fell trying to board car.
September 10. — Man fell over fender of car.
September 11. — Man jumped and fell from car.
September 11. — Woman fell getting off car.
September 11. — Man fell getting off car.
September 11. — Man fell trying to board car.
September 11. — Team and car; driver of team injured.
September 12. — Woman fell getting off car.
September 12. — Man jumped and fell from car.
September 12. — Man dragged trying to board car.
September 12. — Team and car; driver of team injured.
September 12. — Man jumped and fell from car.
September 12. — Woman struck by fender of car.
September 13. — Man jumped and fell from car.
September 13. — Woman struck by a car.
September 13. — Woman fell trying to board car.
September 13. — Car disabled; passenger injured.
September 14. — Man fell getting off car.
September 14. — Team and car; driver of team injured.
September 14. — Man fell over dasher of car.
September 14. — Man fell trying to board car.
September 14. — Man struck by a car.
September 14. — Man jumped and fell from car.
September 14. — Man on car struck by a team.
September 15. — Team and car; driver of team injured.
September 15. — Woman fell getting off car.
September 15. — Man fell getting off car.
September 15. — Woman injured on account of dress being burned on car.
September 15. — Man jumped and fell from car.
September 15. — Woman fell getting off car.
September 15. — Man struck by a car.
September 15. — Man pushed from a car.
September 16. — Team and car; driver of team injured.
September 16. — Man struck by a car.
September 17. — Man ran against car.
September 17. — Team and car; driver of team injured.
September 17. — Hook and ladder truck and car; passenger in car injured.
September 17. — Switchman struck by trolley pole (employee).
September 17. — Boy thrown against seat of car.
September 17. — Team and car; woman injured.
September 17. — Man fell trying to board car.
September 18. — Man fell getting off car.
September 18. — Woman fell after leaving car.
September 18. — Team and car; driver of team injured.
September 19. — Man fell getting off car.
September 19. — Woman fell getting off car.
September 19. — Car left rail; passenger injured.
September 19. — Woman struck by car.
September 19. — Team and car; driver of team injured.
September 20. — Woman struck by car.
September 21. — Woman struck by a car.
September 21. — Man fell getting off car.

September 21. — Team and car; driver of team injured.
September 21. — Car derailed; passenger injured.
September 22. — Man fell trying to board car (death).
September 22. — Team and car; driver of team injured.
September 22. — Woman struck by a car (death).
September 22. — Woman fell from a car.
September 22. — Man fell getting off car.
September 22. — Collision of cars; passenger injured.
September 23. — Man fell getting into a car.
September 23. — Man fell from one car and was struck by another car.
September 23. — Team and car; driver of team injured.
September 24. — Woman injured by being caught between car and fence.
September 25. — Woman fell getting on car.
September 25. — Collision of cars; passenger injured.
September 25. — Woman injured by sudden start of car.
September 26. — Woman struck by car.
September 26. — Man struck by car.
September 26. — Collision of team and car; passenger in car injured.
September 26. — Man jumped from one car and was struck by passing car.
September 26. — Car derailed; passenger injured.
September 26. — Man fell getting off car.
September 26. — Team and car; driver of team injured.
September 27. — Man injured by door of car.
September 27. — Man struck by car (death).
September 28. — Man on car struck by a car.
September 28. — Woman injured boarding moving car.
September 28. — Man fell trying to board car.
September 28. — Man injured by trolley rope.
September 28. — Man fell trying to board car.
September 29. — Woman ran against car.
September 29. — Man on car struck by a team.
September 29. — Man injured getting on car.
September 30. — Woman fell trying to board car.
September 30. — Team and car; driver of team injured.
September 30. — Woman fell in car.
September 30. — Woman fell getting off car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON ELEVATED RAILWAY COMPANY,
 101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Gaston, *President*, 101 Milk Street, Boston, Mass. William A. Bancroft, *Vice-President*, 101 Milk Street, Boston, Mass. Charles S. Sergeant, *Second Vice-President*, 101 Milk Street, Boston, Mass. William Hooper, *Treasurer*, 101 Milk Street, Boston, Mass. John T. Burnett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass. Gaston & Snow, *General Solicitors*, 8 Congress Street, Boston, Mass. J. Otis Wardwell, *General Counsel*, 53 State Street, Boston, Mass. Henry L. Wilson, *Auditor*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. William A. Bancroft, Cambridge, Mass. Samuel Carr, Boston, Mass. T. Jefferson Coolidge, Jr., Manchester, Mass. William Endicott, Jr., Boston, Mass. William A. Gaston, Boston, Mass. Charles J. Paine, Weston, Mass. Francis H. Peabody, Boston, Mass. James M. Prendergast, Boston, Mass. Jacob C. Rogers, Peabody, Mass. Robert Winsor, Weston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM A. GASTON,
JACOB C. ROGERS,
FRANCIS H. PEABODY,
CHAS. J. PAINE,
ROBERT WINSOR,
WM. A. BANCROFT,
FREDERICK AYER,
SAMUEL CARR,
T. JEFFERSON COOLIDGE, JR.,
JAS. M. PRENDERGAST,

Directors.

WILLIAM HOOPER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1898. Then personally appeared the above-named William A. Gaston, Jacob C. Rogers, Francis H. Peabody, Charles J. Paine, Robert Winsor, William A. Bancroft, Frederick Ayer, Samuel Carr, T. Jefferson Coolidge, Jr., James M. Prendergast and William Hooper, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN T. BURNETT,

Justice of the Peace.

REPORT
OF THE
BOSTON & REVERE ELECTRIC STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$2,000 00
Dividends declared (4 per cent),	\$2,000 00
Amount of deficit September 30, 1897,	\$11,863 18
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$11,863 18
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
TOTAL COST OF RAILWAY OWNED,	\$73,815 23
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	9,919 79
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED,	4,901 80
TOTAL PERMANENT INVESTMENTS,	\$88,636 82
Profit and Loss balance (deficit),	11,863 18
TOTAL,	\$100,000 00
LIABILITIES.	CR.
Capital stock,	\$50,000 00
Funded debt,	44,000 00
Current liabilities: Lynn & Boston Railroad Company, lessees (bonds retired),	6,000 00
TOTAL,	\$100,000 00

CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	\$50,000 00
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,	
Number of shares issued and outstanding,	500	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$38,500 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1910,	\$44,000 00	\$2,250 00*

RAILWAY OWNED.	
Length of railway line,	2.050 miles.
Length of second main track,	1.750 "
Total length of main track,	3.800 "
Length of sidings, switches, etc., . . . . .	.430 "
Total, computed as single track,	4.230 "

Names of the several cities and towns in which the railway owned by the company is located: Boston (East Boston) and Revere.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Lynn, Mass. E. Francis Oliver, *Vice-President*, Boston, Mass. Charles Williams, *Treasurer and Clerk of Corporation*, 333 Union Street, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Maurice Hoopes, Lynn, Mass. E. Francis Oliver, Boston, Mass. Fred E. Smith, Swampscott, Mass. Charles Williams, Wakefield, Mass.

* Paid by lessees.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
CHARLES WILLIAMS,
FRED E. SMITH,
MAURICE HOOPES,
E. FRANCIS OLIVER,

Directors.

CHARLES WILLIAMS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Oct. 28, 1898. Then personally appeared the above-named Elwin C. Foster, Charles Williams, Fred E. Smith, Maurice Hoopes and E. Francis Oliver, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES O. TARBOX,

Justice of the Peace.

REPORT

OF THE

BRAINTREE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$45,113 61
Operating expenses,	85,982 64
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,130 97
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,100 00
Interest and discount on unfunded debts and loans,	1,574 46
Taxes,	685 82
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,860 28
NET DIVISIBLE INCOME,	\$4,770 69
Dividends declared:	
2 per cent on \$70,000, in February,	\$1,400 00
3 per cent on \$89,500, in August,	2,685 00
TOTAL DIVIDENDS DECLARED,	4,085 00
Surplus for the year ending September 30, 1898,	\$685 69
Amount of deficit September 30, 1897,	1,701 18
Credits to profit and loss account during the year:	
Profit on sale 105 shares capital stock,	\$245 00
Settlement of American Railroad Improvement Company account,	1,749 56
	1,994 56
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$979 07
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$44,635 11
Receipts from rentals of buildings and other property,	828 50
Receipts from advertising in cars,	150 00
GROSS EARNINGS FROM OPERATION,	\$45,113 61

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$923 55
General office expenses and supplies,		1,222 48
Legal expenses,		510 86
Insurance,		135 00
Other general expenses: freight and express, \$46.06; oil and waste, \$91.35,		137 41
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,460 59
Repair of electric line construction,		269 20
Removal of snow and ice,		1,449 75
Repair of buildings,		38 05
Maintenance of equipment: repair of cars and other vehicles,		3,361 30
Transportation expenses:		
Cost of electric motive power,		5,475 00
Wages and compensation of persons employed in conducting transportation,		12,499 23
Damages for injuries to persons and property,		3,308 23
Tolls for trackage over other railways,		4,867 54
Rentals of buildings and other property,		325 00
TOTAL OPERATING EXPENSES,		\$35,982 64
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 352 feet),	\$681 91	
New electric line construction (length, 352 feet),	447 64	
TOTAL ADDITIONS TO RAILWAY,		\$1,129 55
Additions to equipment:		
Additional rolling stock and vehicles (snow plough),	\$328 88	
Electric equipment of same,	431 00	
Other additions to equipment: two trucks,	390 00	
TOTAL ADDITIONS TO EQUIPMENT,		1,649 88
Additions to land and buildings,		352 83
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$3,132 26
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$75,323 50	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,299 06	
Interest accrued during construction of railway,	689 45	
Engineering and other expenses incident to construction,	8,721 37	
TOTAL COST OF RAILWAY OWNED,		\$103,033 28

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$15,596 57	
Electric equipment of same,	12,608 89	
Horses,	175 00	
Other items of equipment,	408 97	
TOTAL COST OF EQUIPMENT OWNED,		\$28,784 48
Cost of land and buildings:		
Land necessary for operation of railway,	\$3,557 25	
Electric power stations, including equipment,	2,089 48	
Other buildings necessary for operation of railway,	9,081 82	
TOTAL COST OF LAND AND BUILDINGS OWNED,		14,678 00
TOTAL PERMANENT INVESTMENTS,		\$146,495 71
Cash and current assets:		
Cash,	\$670 89	
Bills and accounts receivable,	895 23	
TOTAL CASH AND CURRENT ASSETS,		1,565 62
Miscellaneous assets: materials and supplies,		1,906 61
TOTAL,		\$149,967 94
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Funded debt,		85,000 00
Current liabilities:		
Loans and notes payable,	\$18,000 00	
Audited vouchers and accounts,	988 87	
TOTAL CURRENT LIABILITIES,		18,988 87
Profit and Loss balance (surplus),		979 07
TOTAL,		\$149,967 94
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	40	
Number of stockholders in Massachusetts,	40	
Amount of stock held in Massachusetts,	\$100,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds, 20 years,	Per Cent. 6	July 25, 1914,	\$85,000 00	\$2,100 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	944,064
Number carried per mile of main railway track operated, .	66,204
Number of round trips run,	21,752
Number of car miles run,	267,864
Average number of persons employed,	80

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	7
Open passenger cars equipped for electric power, . . .	5
TOTAL PASSENGER CARS OF ALL KINDS, . . .	12
Number of cars equipped with fenders,	12
Number of cars equipped with heaters (electric), . . .	12
Snow ploughs (electric),	1
Electric motors,	16
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	11.170	3.090	14.260
Length of sidings, switches, etc., . . . . .	.540	-	.540
TOTAL, COMPUTED AS SINGLE TRACK, . . .	11.710	3.090	14.800

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located: Braintree, Quincy, Randolph and Holbrook.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	7	-	10
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	3	-	7	-	10

STATEMENT OF EACH ACCIDENT.

Oct. 16, 1897. — Man fell getting off car.
 October 20. — Motor in car fell; woman slightly injured.
 April 7, 1898. — In car starting, woman struck her head.
 April 17. — Man fell leaving car.
 May 5. — Woman fell leaving car.
 May 23. — Man fell leaving car.
 May 28. — Collision of cars; passenger injured.
 June 7. — Child struck by car.
 August 18. — Woman fell trying to board car.
 September 5. — Team ran into car, injuring passenger.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRAINTREE STREET RAILWAY COMPANY,
 QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Frederick H. Smith, *Treasurer and Clerk of Corporation*, Quincy, Mass. Roger H. Wilde, *Auditor*, Quincy, Mass. Benj. J. Weeks, *General Manager*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Clarence Burgin, Quincy, Mass. Thomas H. McDonnell, Quincy, Mass. Frederick H. Smith, Quincy, Mass. Brainard T. Dyer, Braintree, Mass. Rupert F. Claflin, Quincy, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
 JOHN R. GRAHAM,
 CLARENCE BURGIN,
 RUPERT F. CLAFLIN,
 FRED. H. SMITH,
 THOS. H. McDONNELL,
Directors.
 FRED. H. SMITH,
Treasurer.
 BENJ. J. WEEKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Oct. 17, 1898. Then personally appeared the above-named John F. Merrill, John R. Graham, Clarence Burgin, Rupert F. Claflin and Benj. J. Weeks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. H. SMITH,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. OCT. 22, 1898. Then personally appeared the above-named Fred. H. Smith, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WM. G. A. POTTER,
Justice of the Peace.

REPORT

OF THE

BRAINTREE & WEYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$48,558 27
Operating expenses,	31,581 18
GROSS INCOME ABOVE OPERATING EXPENSES,	\$16,977 11
Charges upon income accrued during the year:	
Interest on funded debt, \$4,000 00	
Interest and discount on unfunded debts and loans, 228 18	
Taxes, 2,219 08	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,447 26
NET DIVISIBLE INCOME,	\$10,529 85
Dividends declared (8 per cent),	4,800 00
Surplus for the year ending September 30, 1898,	\$5,729 85
Amount of surplus September 30, 1897,	2,945 42
Credits to profit and loss account during the year: premium on stock, 5 00	
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$8,680 27
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$48,258 27
Receipts from advertising in cars,	300 00
GROSS EARNINGS FROM OPERATION,	\$48,558 27
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,100 00
General office expenses and supplies,	679 77
Insurance,	380 15
Other general expenses:	
Telephone maintenance, \$63.90; waiting room, \$102.60; sprinkling streets, \$75,	241 50
Car house expenses, \$338.98; advertising, \$132.60; ticket expenses, \$90.05; sundries, \$271.27,	832 90

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$1,064 46
Repair of electric line construction,		221 26
Removal of snow and ice,		604 14
Repair of buildings,		17 41
Maintenance of equipment:		
Repair of cars and other vehicles,		2,644 61
Repair of electric equipment of cars,		974 95
Transportation expenses:		
Cost of electric motive power, \$6,977.05; less power sold, \$251.86; net,		6,725 69
Provender for horses,		112 87
Wages and compensation of persons employed in conducting transportation,		18,632 66
Damages for injuries to persons and property,		270 93
Tolls for trackage over other railways,		953 86
Other transportation expenses: water,		125 00
TOTAL OPERATING EXPENSES,		\$31,581 16
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	\$172 16	
New electric line construction,	21 95	
Other additions to railway: furniture, tools, etc.,	82 60	
TOTAL ADDITIONS TO RAILWAY,		\$276 71
Additions to equipment:		
Additional cars (1 in number),	\$1,345 00	
Electric equipment of same,	211 08	
TOTAL ADDITIONS TO EQUIPMENT,		1,556 08
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$1,997 15	
Additional equipment of power stations,	353 13	
New buildings necessary for operation of railway,	757 40	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		3,106 68
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$4,939 47
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$123,712 08	
Electric line construction, including poles, wiring, feeder lines, etc.,	7,288 94	
Engineering and other expenses incident to construction,	5,383 84	
Other items of railway cost: furniture, etc.,	2,964 23	
TOTAL COST OF RAILWAY OWNED,		\$139,349 09

Cost of equipment:			
Cars and other rolling stock and vehicles,	\$25,637 25		
Electric equipment of same,	15,620 17		
Horses,	100 00		
TOTAL COST OF EQUIPMENT OWNED,			\$41,857 42
Cost of land and buildings:			
Land necessary for operation of railway,	\$7,872 04		
Electric power stations, including equipment,	45,587 45		
Other buildings necessary for operation of railway,	12,958 71		
TOTAL COST OF LAND AND BUILDINGS OWNED,			66,418 20
TOTAL PERMANENT INVESTMENTS,			\$247,119 71
Cash and current assets:			
Cash,	\$6,617 22		
Bills and accounts receivable,	1,661 67		
Other cash and current assets,	1,011 63		
TOTAL CASH AND CURRENT ASSETS,			9,290 52
Miscellaneous assets: materials and supplies,			2,205 64
TOTAL,			\$258,615 87
LIABILITIES.		Cr.	
Capital stock,			\$160,000 00
Funded debt,			80,000 00
Current liabilities:			
Loans and notes payable,	\$5,000 00		
Audited vouchers and accounts,	1,952 98		
Salaries and wages,	388 72		
Miscellaneous current liabilities: school tickets,	169 10		
TOTAL CURRENT LIABILITIES,			7,460 80
Accrued liabilities:			
Interest accrued and not yet due,	\$338 83		
Taxes accrued and not yet due,	2,141 47		
TOTAL ACCRUED LIABILITIES,			2,474 80
Profit and Loss balance (surplus),			8,680 27
TOTAL,			\$258,615 87
CAPITAL STOCK.			
Capital stock authorized by law,	\$160,000 00		
Capital stock authorized by votes of company,	160,000 00		
Capital stock issued and outstanding,			\$160,000 00
Number of shares issued and outstanding,	1,600		
Number of stockholders,	176		
Number of stockholders in Massachusetts,	171		
Amount of stock held in Massachusetts,	\$148,600 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bond,	Per Cent. 5	March 1, 1917,	\$80,000 00	\$4,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	992,063
Number carried per mile of main railway track operated, .	83,507
Number of round trips run,	22,250
Number of car miles run,	267,335
Average number of persons employed,	33

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	8
Open passenger cars equipped for electric power, . . .	13
TOTAL PASSENGER CARS OF ALL KINDS, . . .	21
Construction, repair and other work cars,	2
Number of all above cars with 6 wheels,	22
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	21
Number of cars equipped with heaters (electric), . . .	8
Snow ploughs (electric, 2; horse, 3),	5
Other highway vehicles: road scraper,	1
Electric motors,	28
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 11.630	Miles. .250	Miles. 11.880
Length of sidings, switches, etc., . . . . .	.720	-	.720
TOTAL, COMPUTED AS SINGLE TRACK, . . .	12.350	.250	12.600

System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the
company are located: Weymouth and Braintree.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad at East Braintree,	3	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

Woman stepped from moving car and fell; slightly injured.

Woman stepped from moving car and fell; slightly injured.

Man stepped from moving car and fell; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRAINTREE & WEYMOUTH STREET RAILWAY COMPANY,
WEYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. French, *President*, Canton, Mass. John Kelley, *Vice-President*, Weymouth, Mass. Oliver E. Chapman, *Treasurer and Clerk of Corporation*, 45 Milk Street, Boston, Mass. William O. Chapman, *Superintendent*, Weymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. French, Canton, Mass. John Kelley, East Braintree, Mass. Joel F. Sheppard, East Braintree, Mass. John G. Worster, Weymouth, Mass. Edward W. Hunt, Weymouth, Mass. E. B. Nevins, South Weymouth, Mass. J. H. Buttrick, Lowell, Mass. D. T. V. Huntoon, Boston, Mass. Charles H. Blood, Fitchburg, Mass. William O. Chapman, Canton, Mass. O. E. Chapman, Sharon, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. FRENCH,
JOHN KELLEY,
JOEL F. SHEPPARD,
C. H. BLOOD,
W. O. CHAPMAN,
O. E. CHAPMAN,
EDWARD W. HUNT,
Directors.
O. E. CHAPMAN,
Treasurer.
W. O. CHAPMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. WEYMOUTH, Nov. 16, 1898. Then personally appeared the above-named Charles H. French, John Kelley, Joel F. Sheppard, W. O. Chapman, O. E. Chapman and Edward W. Hunt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. H. BLOOD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. WEYMOUTH, Nov. 16, 1898. Then personally appeared the above-named C. H. Blood, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES H. FRENCH,
Justice of the Peace.

REPORT
OF THE
BRIDGEWATER, WHITMAN & ROCKLAND STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$27,085 23
Operating expenses,	20,408 97
Gross income above operating expenses,	\$6,681 26
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,895 83
Interest and discount on unfunded debts and loans,	1,392 99
Taxes,	1,122 77
Other deductions from income: amusements,	10 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,421 59
Surplus for the year ending September 30, 1898,	\$259 67
Amount of surplus September 30, 1897,	538 48
Debits to profit and loss account during the year: commission allowed for the sale of bonds,	\$798 10
4,250 00	
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$3,451 90
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$26,960 28
Receipts from advertising in cars,	125 00
GROSS EARNINGS FROM OPERATION,	\$27,085 28
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$797 67
General office expenses and supplies,	519 17
Insurance,	850 78
Maintenance of roadway and buildings:	
Repair of roadway and track,	323 51
Repair of electric line construction,	150 12
Removal of snow and ice,	1,249 78
Repair of buildings,	18 94

Maintenance of equipment:	
Repair of cars and other vehicles,	\$380 66
Repair of electric equipment of cars,	511 74
Transportation expenses:	
Cost of electric motive power,	6,391 37
Wages and compensation of persons employed in conducting transportation,	8,742 19
Tolls for trackage over other railways,	226 70
Other transportation expenses: oil, waste, etc.,	241 34
TOTAL OPERATING EXPENSES,	\$20,403 97

PROPERTY ACCOUNTS.

Additions to railway:	
New work on railroad crossing at Rockland,	\$1,163 84
New electric line construction,	244 83
Other additions to railway: legal and engineering expenses,	1,720 18
TOTAL ADDITIONS TO RAILWAY,	\$3,128 85
Additions to equipment:	
Additional signs,	\$484 45
Electric equipment,	480 03
Other additions to equipment: tools, etc.,	84 05
TOTAL ADDITIONS TO EQUIPMENT,	998 53
Additions to land and buildings: new buildings necessary for operation of railway,	149 18
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$4,276 56

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	\$108,618 64	
Electric line construction, including poles, wiring, feeder lines, etc.,	85,315 03	
Engineering and other expenses incident to construction,	3,730 61	
TOTAL COST OF RAILWAY OWNED,		\$147,664 28
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,584 45	
Electric equipment of same,	11,726 33	
Other items of equipment: snow ploughs, tools, etc.,	3,044 30	
TOTAL COST OF EQUIPMENT OWNED,		29,355 08
Cost of land and buildings:		
Land necessary for operation of railway,	\$500 00	
Buildings necessary for operation of railway,	12,287 88	
TOTAL COST OF LAND AND BUILDINGS OWNED,		12,787 88
TOTAL PERMANENT INVESTMENTS,		\$189,807 24

Cash and current assets :		
Cash,	\$350 75	
Bills and accounts receivable,	2,485 67	
Other cash and current assets :		
Prepaid insurance,	752 00	
Prepaid interest,	251 75	
TOTAL CASH AND CURRENT ASSETS,		\$3,790 17
Miscellaneous assets : materials and supplies,		704 00
Profit and Loss balance (deficit),		3,451 90
TOTAL,		\$197,753 31
LIABILITIES.		CR.
Capital stock,		\$85,000 00
Funded debt,		85,000 00
Current liabilities :		
Loans and notes payable,	\$22,510 00	
Audited vouchers and accounts,	3,472 47	
TOTAL CURRENT LIABILITIES,		25,982 47
Accrued liabilities : interest accrued and not yet due,		1,770 84
TOTAL,		\$197,753 31
CAPITAL STOCK.		
Capital stock authorized by law,	\$85,000 00	
Capital stock authorized by votes of company,	85,000 00	
Capital stock issued and outstanding,		\$85,000 00
Number of shares issued and outstanding,	850	
Number of stockholders,	71	
Number of stockholders in Massachusetts,	71	
Amount of stock held in Massachusetts,	\$85,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Nov. 1, 1917,	\$85,000 00	\$3,895 83

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	546,485
Number carried per mile of main railway track operated,	48,098
Number of round trips run,	10,220
Number of car miles run,	220,863
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	6
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	12

Number of cars equipped with fenders,	12
Number of cars equipped with heaters (electric),	6
Snow ploughs (electric),	2
Electric motors,	24

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	11.450	1.230	12.680
Length of sidings, switches, etc., . . . . .	.180	-	.180
TOTAL, COMPUTED AS SINGLE TRACK,	11.630	1.230	12.860

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Bridgewater, East Bridgewater, Whitman, Rockland and Abington.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at South Avenue, Whitman,	2	1
With New York, New Haven & Hartford Railroad, at Water Street, Rockland,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	1	-	-	-	1
Other persons,	-	2	-	1	-	3
TOTALS,	-	3	-	1	-	4

STATEMENT OF EACH ACCIDENT.

April 3, 1898. — Car frightened horse, and two lady occupants of team thrown out and slightly injured.

July 20. — Ice wagon driven in front of car; driver claimed injury to side.

August 6. — Driver of tower wagon thrown from team and badly bruised and shaken up.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRIDGEWATER, WHITMAN & ROCKLAND STREET RAILWAY
COMPANY,
BRIDGEWATER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Tucker, *President*, 53 State Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. James F. Shaw, *General Manager*, 53 State Street, Boston, Mass. Arthur C. Ralph, *Superintendent*, Bridgewater, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William A. Tucker, Boston, Mass. George A. Butman, Malden, Mass. James F. Shaw, Newburyport, Mass. Josiah T. King, Abington, Mass. Charles L. Stevens, Rockland, Mass. Richard W. Nutter, East Bridgewater, Mass. Fred C. Hinds, Newton, Mass. Charles H. Wilson, Boston, Mass. Charles F. Allen, Whitman, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
RICHARD W. NUTTER,
GEO. A. BUTMAN,
CHARLES H. WILSON,
FRED C. HINDS,
Directors.
GEO. A. BUTMAN,
Treasurer.
ARTHUR C. RALPH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Jas. F. Shaw and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1898. Then personally appeared the above-named Richard W. Nutter, Chas. H. Wilson, Fred C. Hinds and Arthur C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$336,054 19
Operating expenses,	212,436 27
NET EARNINGS FROM OPERATION,	\$123,617 92
Miscellaneous income: income from park,	1,549 57
GROSS INCOME ABOVE OPERATING EXPENSES,	\$125,167 49
Charges upon income accrued during the year:	
Interest on funded debt,	\$37,096 51
Interest and discount on unfunded debts and loans,	7,482 16
Taxes,	9,999 65
Other deductions from income: park expenses,	17,220 85
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	71,799 17
NET DIVISIBLE INCOME,	\$53,868 32
Dividends declared (6 per cent),	35,760 00
Surplus for the year ending September 30, 1898,	\$17,608 32
Amount of surplus September 30, 1897,	42,816 47
	\$60,424 79
Debts to profit and loss account during the year: reduction in valuation of plant,	10,000 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$50,424 79
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$330,559 90
Receipts from tolls for use of tracks by other companies,	3,965 26
Receipts from rentals of buildings and other property,	178 58
Receipts from advertising in cars,	1,000 00
Receipts from interest on deposits,	193 92
Other earnings from operation: income from other sources,	161 53
GROSS EARNINGS FROM OPERATION,	\$336,054 19

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$9,084 97
General office expenses and supplies,	3,260 65
Legal expenses,	1,141 05
Insurance,	5,050 01
Other general expenses: sundries,	6,126 18
Maintenance of roadway and buildings:	
Repair of roadbed and track,	20,045 21
Repair of electric line construction,	20,030 81
Removal of snow and ice,	6,232 33
Repair of buildings,	3,180 33
Maintenance of equipment:	
Repair of cars and other vehicles,	13,388 18
Repair of electric equipment of cars,	10,119 19
Other repairs,	2,458 03
Transportation expenses:	
Cost of electric motive power, \$25,676.55; less power sold, \$7,523.89; net,	18,152 66
Wages and compensation of persons employed in conduct- ing transportation,	77,988 74
Damages for injuries to persons and property,	7,618 45
Other transportation expenses:	
Miscellaneous car house expenses,	7,540 60
Care of horses and vehicles,	1,023 88
TOTAL OPERATING EXPENSES,	\$212,436 27
PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks (length, 10,124 feet),*	\$19,782 10
New electric line construction (length, 10,124 feet),*	1,210 83
Other additions to railway: additional feeder wire,	10,000 00
TOTAL ADDITIONS TO RAILWAY,	\$30,992 93
Additions to land and buildings: additional land necessary for operation of railway,	3,500 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$34,492 93
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Sold:	
Roadbed material,	\$1,599 25
Overhead line material,	3,196 03
Miscellaneous,	151 55
	\$4,946 83
Reduced in valuation: power plant,	10,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	14,946 83
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$19,546 10

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$617,409 02	
Electric line construction, including poles, wiring, feeder lines, etc.,	87,539 69	
Interest accrued during construction of railway,	85,229 18	
Engineering and other expenses incident to construction,	33,745 91	
TOTAL COST OF RAILWAY OWNED,		\$823,928 80
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$142,392 06	
Electric equipment of same,	161,523 25	
Horses,	445 00	
Other items of equipment: tools, machinery, harnesses, etc.,	23,740 60	
TOTAL COST OF EQUIPMENT OWNED,		328,100 91
Cost of land and buildings:		
Land necessary for operation of railway,	\$19,408 07	
Electric power stations, including equipment,	215,237 72	
Other buildings necessary for operation of railway,	64,094 68	
TOTAL COST OF LAND AND BUILDINGS OWNED,		298,740 47
Other permanent property: Highland Park,		66,970 92
TOTAL PERMANENT INVESTMENTS,		\$1,517,786 10
Cash and current assets:		
Cash,	\$29,655 52	
Bills and accounts receivable,	9,879 89	
Other cash and current assets: advance insurance premiums,	406 90	
TOTAL CASH AND CURRENT ASSETS,		39,942 31
Miscellaneous assets: materials and supplies,		21,338 68
TOTAL,		\$1,579,017 09
LIABILITIES.		CR.
Capital stock,		\$596,000 00
Funded debt,		750,000 00
Real estate mortgages,		7,700 00
Current liabilities:		
Loans and notes payable,	\$114,000 00	
Audited vouchers and accounts,	32,946 82	
Salaries and wages,	8,181 66	
Dividends not called for (payable October 1, 1898),	8,940 00	
TOTAL CURRENT LIABILITIES,		159,068 48

Accrued liabilities :				
Interest accrued and not yet due,			\$200 00	
Taxes accrued and not yet due,			9,999 65	
Miscellaneous accrued liabilities: accident suspense,			5,624 17	
TOTAL ACCRUED LIABILITIES,				\$15,823 82
Profit and Loss balance (surplus),				50,424 79
TOTAL,				\$1,579,017 09
CAPITAL STOCK.				
Capital stock authorized by law,			\$750,000 00	
Capital stock authorized by votes of company,			596,000 00	
Capital stock issued and outstanding,				\$596,000 00
Number of shares issued and outstanding,			5,960	
Number of stockholders,			167	
Number of stockholders in Massachusetts,			154	
Amount of stock held in Massachusetts,			\$579,400 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
Real estate in Avon,	Per Cent. 6	Demand, .	\$2,700 00	\$162 00
Real estate in Avon,	6	Demand, .	5,000 00	300 00
TOTALS,			\$7,700 00	\$462 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Brockton Street Railway Company first mortgage bonds,	Per Cent. 5	Oct. 1, 1924,	\$660,000 00	\$32,966 51
Brockton Street Railway Company debenture bonds,	4½	April 1, 1906,	10,000 00	450 00
Brockton Street Railway Company debenture bonds,	4½	April 1, 1906,	27,000 00	1,215 00
Brockton Street Railway Company debenture bonds,	4½	April 1, 1910,	37,000 00	1,665 00
Brockton Street Railway Company debenture bonds,	5	Jan. 1, 1912,	16,000 00	800 00
TOTALS,			\$750,000 00	\$37,096 51

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	6,787,425
Number carried per mile of main railway track operated,	156,511
Number of round trips run,	176,660
Number of car miles run,	1,463,110
Average number of persons employed,	175

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	47	
Open passenger cars equipped for electric power, . . .	62	
Total,		109
Box passenger cars equipped for horse power, . . .	3	
Open passenger cars equipped for horse power, . . .	3	
Total,		6
TOTAL PASSENGER CARS OF ALL KINDS,		115
Construction, repair and other work cars,		3
Number of all above cars with 8 wheels,		11
Number of cars equipped with fenders,		109
Number of cars equipped with heaters (electric),		47
Snow ploughs (electric, 15; horse, 3),		18
Other railway rolling stock: snow levellers,		7
Carts and snow sleds,		3
Other highway vehicles: express wagons,		2
Electric motors,		143
Horses,		4
Harnesses (double, 1; single, 2),		3
Other items of equipment:		
Line construction wagon,		1
Milburn line hurry-up wagon,		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	37.164	miles.
Length of second main track,	6.203	"
Total length of main track,	43.367	"
Length of sidings, switches, etc.,	1.918	"
Total, computed as single track,	45.285	"

System of electric motive power in use by the company: General Electric equipments.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Whitman, Stoughton, Holbrook, Avon, Randolph and Easton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, South Avenue, Whitman,	4	1
With New York, New Haven & Hartford Railroad, Park Street, Stoughton,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	2

Number of above crossings at which frogs are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	15	-	17
Employees,	-	2	-	1	-	3
Other persons,	-	2	-	5	-	7
TOTALS,	-	6	-	21	-	27

STATEMENT OF EACH ACCIDENT.

Oct. 4, 1897. — Boy on bicycle ran into car; slight injuries.

October 24. — Intoxicated man fell from moving car; slight injuries.

October 25. — Man jumped from moving car and fell; slight injuries.

December 18. — Man stepped backwards from moving car and fell; slight injuries.

Jan. 16, 1898. — Intoxicated man fell from moving car; slight injuries.

January 29. — Man stepped from moving car and fell; serious injuries.

February 10. — Intoxicated man run over; serious injuries.

February 26. — Man on bicycle ran into car; slight injuries.

March 18. — Man jumped from moving car and fell; slight injuries.

April 11. — Boy on bicycle ran into car; slight injuries.

May 14. — Man stepped from moving car and fell; slight injuries.

June 21. — Man stepped from moving car and fell; slight injuries.

June 28. — Lady riding wheel was run into by wheelman and fell against moving car; slight injuries.

July 8. — Conductor fell from top of car while adjusting trolley rope; slight injuries.

July 11. — Motorman's finger jammed between car and pole of two-horse team which ran into car; slight injuries.

July 20. — Man on bicycle ran into car; slight injuries.

August 4. — Team run into by car; driver slightly injured.

August 4. — Team run into by car; driver slightly injured.

August 6. — Man under the influence of liquor attempted to board moving car and fell, injuring himself slightly.

August 7. — Lady slipped and fell while attempting to alight from car; slight injuries.

August 16. — Man injured by back of seat of open car breaking and striking him on knee; slight injuries.

August 19. — Employee caught between two cars; injuries quite serious.

September 8. — Lady jumped from moving car and fell; slight injuries.

September 12. — Man pulled off car by trolley rope; slight injuries.

September 18. — Intoxicated man fell from moving car; slight injuries.

September 20. — Man fell from car while attempting to alight; slight injuries.

September 21. — Lady fell from car while attempting to alight; slight injuries.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,

203 MAIN STREET, BROCKTON, MASS., AND 104 AMES BUILDING,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

- Alfred A. Glasier, *President*, Boston, Mass. G. H. Campbell, *Vice-President*, Lawrence, Mass. W. F. Pope, *Treasurer and Clerk of Corporation*, Boston, Mass. H. E. Reynolds, *Assistant Treasurer*, Brockton, Mass. H. B. Rogers, *Assistant Clerk of Corporation and General Manager*, Brockton, Mass. W. A. Reed, *General Counsel*, Brockton, Mass. G. E. Tripp, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alfred A. Glasier, Boston, Mass. G. H. Campbell, Lawrence, Mass. Fred B. Howard, Brockton, Mass. John P. Morse, Brockton, Mass. Chas. F. Porter, Brockton, Mass. W. F. Pope, Boston, Mass. W. A. Reed, Brockton, Mass. H. B. Rogers, Brockton, Mass. Edwin S. Webster, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALFRED A. GLASIER,
G. H. CAMPBELL,
FRED B. HOWARD,
W. F. POPE,
JOHN P. MORSE,
HORACE B. ROGERS,
WARREN A. REED,

Directors.

W. F. POPE,

Treasurer.

HORACE B. ROGERS,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Oct. 25, 1898. Then personally appeared the above-named W. F. Pope, John P. Morse, Horace B. Rogers, Warren A. Reed, Fred B. Howard, G. H. Campbell and Alfred A. Glasier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SYLVANUS M. THOMAS,

Justice of the Peace.

REPORT

OF THE

BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$71,277 09
Operating expenses,	41,603 81
GROSS INCOME ABOVE OPERATING EXPENSES,	\$29,673 28
Charges upon income accrued during the year:	
Interest on funded debt, \$10,000 00	
Interest and discount on unfunded debts and loans, 4,011 91	
Taxes, 3,244 44	
Other deductions from income: amusements, 2,408 30	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	19,659 65
NET DIVISIBLE INCOME,	\$10,013 63
Dividends declared (8 per cent),	6,750 00
Surplus for the year ending September 30, 1898,	\$3,263 63
Amount of surplus September 30, 1897,	10,958 86
	\$14,222 49
Debits to profit and loss account during the year: amount of insurance premiums chargeable previous to October 1, 1897,	600 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$13,622 49
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$69,484 86
Receipts from carriage of mails,	180 00
Receipts from tolls for use of tracks by other companies,	1,212 28
Receipts from advertising in cars,	400 00
GROSS EARNINGS FROM OPERATION,	\$71,277 09
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,068 97
General office expenses and supplies,	2,202 29
Insurance,	2,882 12

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$947 05
Repair of electric line construction,		489 29
Removal of snow and ice,		3,942 84
Repair of buildings,		79 54
Maintenance of equipment:		
Repair of cars and other vehicles,		992 25
Repair of electric equipment of cars,		1,552 32
Transportation expenses:		
Cost of electric motive power, \$17,710.20; less power sold, \$11,552.39; net,		6,157 81
Wages and compensation of persons employed in conduct- ing transportation,		19,388 57
Damages for injuries to persons and property,		131 69
Other transportation expenses: oil, waste, etc.,		874 07
TOTAL OPERATING EXPENSES,		\$41,603 81
PROPERTY ACCOUNTS.		
Additions to railway and completing construc- tion of roadbed, etc.:		
Extension of tracks (length, 1,200 feet),	\$9,908 83	
New electric line construction (extra feeder wire),	3,884 02	
Other additions to railway: legal and engi- neering expenses,	275 15	
TOTAL ADDITIONS TO RAILWAY,		\$14,013 00
Additions to equipment:		
Car signs,	\$45 40	
Electric equipment,	325 71	
Other additions to equipment: carts and snow sleds, tools, tower wagon and express wagon,	2,290 20	
TOTAL ADDITIONS TO EQUIPMENT,		2,661 31
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$100 00	
Additional equipment of power stations,	22,397 40	
Other new buildings necessary for operation of railway,	585 41	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		23,082 81
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$39,757 12
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$271,619 78	
Electric line construction, including poles, wiring, feeder lines, etc.,	68,132 39	
Engineering and other expenses incident to construction,	11,888 86	
TOTAL COST OF RAILWAY OWNED,		\$351,640 53

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Cost of equipment:		
Cars and other rolling stock and vehicles,	\$29,881 82	
Electric equipment of same,	22,472 91	
Other items of equipment: snow ploughs, tools, wagon, etc.,	9,611 65	
TOTAL COST OF EQUIPMENT OWNED,		\$61,966 38
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,280 00	
Electric power stations, including equipment,	85,479 99	
Other buildings necessary for operation of railway,	20,412 21	
TOTAL COST OF LAND AND BUILDINGS OWNED,		107,172 20
TOTAL PERMANENT INVESTMENTS,		\$520,779 11
Cash and current assets:		
Cash,	\$12,288 95	
Bills and accounts receivable,	8,465 51	
Other cash and current assets:		
Prepaid interest,	665 00	
Prepaid insurance,	1,554 00	
TOTAL CASH AND CURRENT ASSETS,		17,968 46
Miscellaneous assets: materials and supplies,		3,202 00
TOTAL,		\$541,949 57
LIABILITIES.		Cr.
Capital stock,		\$225,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	\$96,000 00	
Audited vouchers and accounts,	5,660 42	
TOTAL CURRENT LIABILITIES,		101,660 42
Accrued liabilities: interest accrued and not yet due,		1,666 66
Profit and Loss balance (surplus),		13,622 49
TOTAL,		\$541,949 57
CAPITAL STOCK.		
Capital stock authorized by law,	\$225,000 00	
Capital stock authorized by votes of company,	225,000 00	
Capital stock issued and outstanding,		\$225,000 00
Number of shares issued and outstanding,	2,250	
Number of stockholders,	98	
Number of stockholders in Massachusetts,	96	
Amount of stock held in Massachusetts,	\$219,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Aug. 1, 1917,	\$200,000 00	\$10,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,358,082
Number carried per mile of main railway track operated, .	64,200
Number of round trips run,	18,834
Number of car miles run,	490,006
Average number of persons employed,	45

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	10
Open passenger cars equipped for electric power,	14
TOTAL PASSENGER CARS OF ALL KINDS,	24
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	24
Number of cars equipped with heaters (electric),	10
Snow ploughs (electric),	4
Carts and snow sleds,	3
Other highway vehicles: wagons,	2
Electric motors,	44
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	20.912	.184	21.076
Length of sidings, switches, etc., . . . . .	.998	-	.998
TOTAL, COMPUTED AS SINGLE TRACK,	21.910	.184	22.074

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Bridgewater, West Bridgewater, Raynham and Taunton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad Company, Dean Street, Taunton,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	1	-	4
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	4	-	1	-	5

STATEMENT OF EACH ACCIDENT.

April 26, 1898. — Wheel flange broke and car left the track, injuring two passengers slightly.

June 20. — Lady stepped from moving car; side slightly injured.

August 7. — Conductor fell off car, cutting his head and shaking him up.

September 30. — Lady fell in getting off car and sprained knee.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY CO.,
BRIDGEWATER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Boston, Mass. Geo. A. Butman, *Treasurer*, 53 State Street, Boston, Mass. William Jones, *Clerk of Corporation*, Brockton, Mass. Jas. F. Shaw, *General Manager*, 53 State Street, Boston, Mass. Arthur C. Ralph, *Superintendent*, Bridgewater, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. George A. Butman, Malden, Mass. Alfred B. Williams, Taunton, Mass. William Jones, Brockton, Mass. Fred C. Hinds, Newton, Mass. James F. Shaw, Newburyport, Mass. S. Reed Anthony, Boston, Mass. H. Fisher Eldredge, Portsmouth, N. H. Charles B. Gardner, Raynham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN J. WHIPPLE,
JAS. F. SHAW,
GEO. A. BUTMAN,
FRED C. HINDS,
A. B. WILLIAMS,
Directors.
GEO. A. BUTMAN,
Treasurer.
ARTHUR C. RALPH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Jas. F. Shaw and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1898. Then personally appeared the above-named John J. Whipple, Fred C. Hinds, A. B. Williams and Arthur C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,

Justice of the Peace.

REPORT

OF THE

BROCKTON & EAST BRIDGEWATER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$18,427 70
Operating expenses,	13,833 21
Gross income above operating expenses,	\$4,594 49
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,984 02
Taxes,	633 59
Total charges and deductions from income,	2,617 61
Surplus for the year ending September 30, 1898,	\$1,976 88
Amount of surplus September 30, 1897,	750 60
Total surplus September 30, 1898,	\$2,727 48
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$18,352 70
Receipts from advertising in cars,	75 00
Gross earnings from operation,	\$18,427 70
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$276 82
General office expenses and supplies,	683 41
Insurance,	683 29
Maintenance of roadway and buildings:	
Repair of roadbed and track,	315 75
Repair of electric line construction,	65 50
Removal of snow and ice,	611 63
Repair of buildings,	75 08

Maintenance of equipment:	
Repair of cars and other vehicles,	\$480 23
Repair of electric equipment of cars,	586 76
Transportation expenses:	
Cost of electric motive power,	3,480 77
Wages and compensation of persons employed in conducting transportation,	4,681 54
Damages for injuries to persons and property,	10
Tolls for trackage over other railways,	2,006 14
Other transportation expenses: oil, waste, etc.,	86 19
TOTAL OPERATING EXPENSES,	\$13,838 21

PROPERTY ACCOUNT.

Additions to railway:	
Completion of track and roadway,	\$4,981 89
Completion of line work,	557 76
Other additions to railway: legal and engineering expenses,	806 19
TOTAL ADDITIONS TO RAILWAY,	\$6,345 84
Additions to equipment:	
Additional car signs, etc.,	\$322 00
Other additions to equipment: tools, etc.,	255 01
TOTAL ADDITIONS TO EQUIPMENT,	577 01
Additions to land and buildings: new buildings necessary for operation of railway,	465 56
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$7,388 41

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$48,619 89
Electric line construction, including poles, wiring, feeder lines, etc.,	13,557 76
Engineering and other expenses incident to construction,	2,394 26
TOTAL COST OF RAILWAY OWNED,	\$64,571 91
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$7,322 00
Electric equipment of same,	6,002 15
Other items of equipment: snow plough, tools, etc.,	1,929 40
TOTAL COST OF EQUIPMENT OWNED,	15,253 55
Cost of land and buildings:	
Land necessary for operation of railway,	\$500 00
Buildings necessary for operation of railway,	9,077 56
TOTAL COST OF LAND AND BUILDINGS OWNED,	9,577 56
TOTAL PERMANENT INVESTMENTS,	\$89,408 02

Cash and current assets :		
Cash,	\$2,474 27	
Bills and accounts receivable,	1,875 00	
Other cash and current assets :		
Prepaid interest,	666 00	
Prepaid insurance,	359 00	
TOTAL CASH AND CURRENT ASSETS,		\$4,874 27
TOTAL,		\$94,277 29
<hr/>		
LIABILITIES.		Cr.
Capital stock,		\$50,000 00
Current liabilities :		
Loans and notes payable,	\$40,000 00	
Audited vouchers and accounts,	1,549 81	
TOTAL CURRENT LIABILITIES,		41,549 81
Profit and Loss balance (surplus),		2,727 48
TOTAL,		\$94,277 29
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$44,900 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	364,512
Number carried per mile of main railway track operated,	39,531
Number of round trips run,	7,300
Number of car miles run,	103,528
Average number of persons employed,	12

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	3
TOTAL PASSENGER CARS OF ALL KINDS,	6
Number of cars equipped with fenders,	6
Number of cars equipped with heaters (electric),	3
Snow ploughs (electric),	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 4.261	Miles. 4.960	Miles. 9.221
Length of sidings, switches, etc., . . . . .	.171	-	.171
TOTAL, COMPUTED AS SINGLE TRACK,	4.432	4.960	9.392

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, East Bridgewater and West Bridgewater.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Central Street, East Bridgewater,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	2	-	4
Employees,	-	1	-	1	-	2
Other persons,	-	-	-	1	-	1
TOTALS,	-	3	-	4	-	7

STATEMENT OF EACH ACCIDENT.

Oct. 7, 1897. — Motorman ran car rapidly into an open switch, injuring his own leg slightly and badly shaking up the conductor and one passenger.

November 22. — Teamster while intoxicated drove team onto the track in front of car and was thrown out and head cut badly.

November 30. — Man stepped from moving car, shaking him up.

Jan. 14, 1898. — Man stepped from moving car, shaking him up and cutting his face.

August 5. — Car left track and a man's hand cut by broken glass.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON & EAST BRIDGEWATER STREET RAILWAY COMPANY,
BRIDGEWATER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Brockton, Mass. George A. Butman, *Treasurer*,
58 State Street, Boston, Mass. William Jones, *Clerk of Corporation*, Brock-
ton, Mass. James F. Shaw, *General Manager*, 58 State Street, Boston, Mass.
Arthur C. Ralph, *Superintendent*, Bridgewater, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. William Jones, Brockton, Mass. H.
Fisher Eldredge, Portsmouth, N. H. George A. Butman, Malden, Mass.
Robert O. Harris, Bridgewater, Mass. Phineas W. Sprague, Malden, Mass.
James F. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

JOHN J. WHIPPLE,
JAS. F. SHAW,
GEO. A. BUTMAN,
P. W. SPRAGUE,
Directors.
GEO. A. BUTMAN,
Treasurer.
ARTHUR C. RALPH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named
Jas. F. Shaw and Geo. A. Butman, and severally made oath that the foregoing
certificate by them subscribed is, to the best of their knowledge and belief,
true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1898. Then personally appeared the above-named
John J. Whipple, P. W. Sprague and Arthur C. Ralph, and severally made
oath that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT
OF THE
BOSTON, MILTON & BROCKTON STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,	\$68,000 00	
Interest accrued during construction of railway,	62 80	
Engineering and other expenses incident to construction,	2,916 59	
TOTAL COST OF RAILWAY OWNED,		\$65,979 89
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,515 00	
Buildings necessary for operation of railway,	2,538 25	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,053 25
TOTAL PERMANENT INVESTMENTS,		\$70,032 64
Cash and current expenses: cash,		3,467 36
TOTAL,		\$73,500 00
LIABILITIES.		CR.
Capital stock (50 per cent paid in),		\$40,000 00
Current liabilities: loans and notes payable,		33,500 00
TOTAL,		\$73,500 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Amount paid in on 800 shares not yet issued,		\$40,000 00
TOTAL CAPITAL STOCK LIABILITY,		\$40,000 00
Number of stockholders,	45	
Number of stockholders in Massachusetts,	45	
Amount of stock held in Massachusetts,	\$40,000 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, MILTON & BROCKTON STREET RAILWAY COMPANY,
417 JOHN HANCOCK BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thomas T. Robinson, *President*, 178 Devonshire Street, Boston, Mass.
Bradford Hamilton, *Treasurer and Clerk of Corporation*, 178 Devonshire Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas T. Robinson, Dedham, Mass. Bradford Hamilton, Milton, Mass.
Jonathan B. L. Bartlett, Milton, Mass. Alfred H. Crossman, Milton, Mass.
George J. Morse, Hyde Park, Mass. Ferdinand F. Favor, Dedham, Mass.
N. Sumner Myrick, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOS. T. ROBINSON,
BRADFORD HAMILTON,
GEO. J. MORSE,
J. B. L. BARTLETT,
Directors.
BRADFORD HAMILTON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1898. Then personally appeared the above-named Thomas T. Robinson, Bradford Hamilton, George J. Morse and J. B. L. Bartlett, directors, and Bradford Hamilton, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. STANWOOD,
Justice of the Peace.

REPORT OF THE COMMONWEALTH AVENUE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$73,630 40
Operating expenses,	68,215 04
GROSS INCOME ABOVE OPERATING EXPENSES,	\$5,415 36
Charges upon income accrued during the year:	
Interest on funded debt, \$3,750 00	
Taxes, 2,785 24	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,535 24
Deficit for the year ending September 30, 1898,	\$1,119 88
Amount of surplus September 30, 1897,	3,216 88
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$2,097 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$71,331 78
Receipts from tolls for use of tracks by other companies,	10 42
Receipts from rentals of buildings and other property,	1,781 96
Receipts from advertising in cars,	324 50
Receipts from interest on deposits,	181 74
GROSS EARNINGS FROM OPERATION,	\$73,630 40
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$7,566 52
General office expenses and supplies,	1,579 26
Legal expenses,	1,301 08
Insurance,	1,713 69
Other general expenses: contingent expenses,	291 39
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,258 36
Repair of electric line construction,	908 51
Removal of snow and ice,	340 12
Repair of buildings,	358 90
Maintenance of equipment:	
Repair of cars and other vehicles,	3,690 69
Repair of electric equipment of cars,	1,435 34
Renewal of horses, harnesses, shoeing, etc.,	281 29

Transportation expenses:		
Cost of electric motive power,		\$14,116 81
Provender for horses,		134 88
Wages and compensation of persons employed in conducting transportation,		21,551 26
Damages for injuries to persons and property,		3,795 31
Tolls for trackage over other railways,		1,412 95
Rentals of buildings and other property,		1,006 20
Other transportation expenses:		
Car house expense,		1,389 88
Sundry expenses of transportation,		4,084 10
TOTAL OPERATING EXPENSES,		\$68,215 04
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 2,123.4 feet),	\$11,006 22	
New electric line construction (length, 2,031.4 feet),	7,777 17	
Other additions to railway:		
Interest account, construction,	1,606 00	
Engineering and other expense account, construction,	22 84	
TOTAL ADDITIONS TO RAILWAY,		\$20,412 23
Additions to equipment:		
Additional cars (14 in number),	\$22,885 00	
Electric equipment of same,	9,603 45	
Other additional rolling stock and vehicles,	1,449 80	
Other additions to equipment:		
Supplies for use about horse,	3 67	
Electric equipment of snow plough,	1,328 23	
TOTAL ADDITIONS TO EQUIPMENT,		35,270 15
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$11,393 80	
New buildings necessary for operation of railway,	30,248 89	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		41,642 69
Additions to other permanent property:		
Office furniture,	\$415 38	
Tools,	303 59	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		718 97
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$98,044 04
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Car house No. 1, Newtonville, sold,	\$5,140 00	
Two barges sold,	123 74	
One open wagon included by clerical error on last year's report under "Other items of equipment," transferred to "Cars and other rolling stock and vehicles,"	165 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		5,428 74
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$92,615 30

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.	
Cost of railway:			
Roadbed and tracks,	\$115,250 35		
Electric line construction, including poles, wiring, feeder lines, etc.,	25,248 02		
Interest accrued during construction of railway,	6,894 52		
Engineering and other expenses incident to construction,	7,737 44		
TOTAL COST OF RAILWAY OWNED,		\$155,125 33	
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$56,238 92		
Electric equipment of same,	33,691 57		
Horses,	125 00		
Other items of equipment: harnesses, etc.,	52 34		
TOTAL COST OF EQUIPMENT OWNED,		90,107 83	
Cost of land and buildings:			
Land necessary for operation of railway,	\$21,024 80		
Buildings necessary for operation of railway,	59,957 90		
TOTAL COST OF LAND AND BUILDINGS OWNED,		80,982 70	
Other permanent property:			
Office furniture,	\$824 08		
Tools,	308 59		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		1,127	
TOTAL PERMANENT INVESTMENTS,		\$827,843	
Cash and current assets:			
Cash,	\$7,085 58		
Bills and accounts receivable,	1,034 74		
Other cash and current assets: advance insurance premium,	1,260 68		
TOTAL CASH AND CURRENT ASSETS,		9,380 00	
Miscellaneous assets: materials and supplies,		2,955 55	
TOTAL,		\$839,680 08	
LIABILITIES.		Cr.	
Capital stock,		\$175,000 00	
Funded debt,		75,000 00	
Current liabilities:			
Loans and notes payable,	\$60,000 00		
Audited vouchers and accounts,	23,743 82		
Salaries and wages,	429 02		
TOTAL CURRENT LIABILITIES,		84,172 84	
Accrued liabilities:			
Interest accrued and not yet due,	\$625 00		
Taxes accrued and not yet due,	2,785 24		
TOTAL ACCRUED LIABILITIES,		3,410 24	
Profit and Loss balance (surplus),		2,197 00	
TOTAL,		\$839,680 08	

CAPITAL STOCK.		
Capital stock authorized by law,	\$175,000 00	
Capital stock authorized by votes of company,	175,000 00	
Capital stock issued and outstanding,		\$175,000 00
Number of shares issued and outstanding,	1,750	
Number of stockholders,	29	
Number of stockholders in Massachusetts,	29	
Amount of stock held in Massachusetts,	\$175,000 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Twenty-year gold first mortgage bonds,	Per Cent. 5	Feb. 1, 1916,	\$75,000 00	\$3,750 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	1,447,822
Number carried per mile of main railway track operated,	118,724
Number of round trips run,	68,885
Number of car miles run,	478,017
Average number of persons employed,	68

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power,	11
Open passenger cars equipped for electric power,	28
TOTAL PASSENGER CARS OF ALL KINDS,	39
Construction, repair and other work cars,	8
Number of all above cars with 8 wheels,	16
Number of cars equipped with fenders,	39
Number of cars equipped with heaters (electric),	11
Snow ploughs (electric),	2
Carts and snow sleds,	2
Other highway vehicles: repair wagon,	1
Electric motors,	74
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 5.706	Miles. 1.470	Miles. 7.176
Length of second track,	5.553	-	5.553
TOTAL LENGTH OF MAIN TRACK,	11.261	1.470	12.731
Length of sidings, switches, etc., . . . . .	.801	-	.801
TOTAL, COMPUTED AS SINGLE TRACK,	12.062	1.470	13.532

System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the
company are located: Newton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Woman jumped from car before it stopped; slightly injured.
Conductor on running board leaned too far out and struck post.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COMMONWEALTH AVENUE STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claffin, *President*, Newtonville, Mass. Leonard D. Ahl, *Treasurer*,
Newtonville, Mass. William H. Coolidge, *Clerk of Corporation and General
Counsel*, 53 State Street, Boston, Mass. Newell C. Smith, *Superintendent*,
Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claffin, Newton Centre, Mass. Leonard D. Ahl, Boston, Mass.
William Claffin, Boston, Mass. Charles H. Cole, Boston, Mass. William H.
Coolidge, Newton Centre, Mass. Walter B. Phillips, Newton Centre, Mass.
George A. Blaney, West Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
LEONARD D. AHL,
WALTER B. PHILLIPS,
WILLIAM H. COOLIDGE,
CHARLES H. COLE,

Directors.

LEONARD D. AHL,

Treasurer.

NEWELL C. SMITH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 31, 1898. Then personally appeared the above-named Adams D. Clafin, Leonard D. Ahl, Walter B. Phillips, William H. Coolidge and Charles H. Cole, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSHUA D. UPTON,

Justice of the Peace.

REPORT

OF THE

CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$6,588 63
Operating expenses,	5,096 26
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,492 37
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$2,957 28
Taxes,	208 11
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,165 39
Deficit for the year ending September 30, 1898,	\$1,673 02
Amount of deficit September 30, 1897,	7,024 22
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$8,697 24
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,398 33
Receipts from carriage of mails,	345 48
Receipts from carriage of express and parcels,	419 86
Receipts from carriage of freight,	3,424 96
GROSS EARNINGS FROM OPERATION,	\$6,588 63
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$760 75
General office expenses and supplies,	238 89
Insurance,	37 33
Maintenance of roadway and buildings :	
Repair of roadway and track,	704 27
Removal of snow and ice,	62 85
Repair of buildings,	22 04

Maintenance of equipment:	
Repair of cars and other vehicles,	\$302 17
Repair of electric equipment of cars,	269 19
Transportation expenses:	
Cost of electric motive power,	1,591 64
Wages and compensation of persons employed in conducting transportation,	1,080 22
Rentals of buildings and other property,	22 92
Other transportation expenses: car service,	54 00
TOTAL OPERATING EXPENSES,	\$5,096 26

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$3,670 87
New electric line construction,	13 78
Other additions to railway: engineering, etc.,	800 00
TOTAL ADDITIONS TO RAILWAY,	\$3,984 60
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$3,984 60

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$53,878 79	
Electric line construction, including poles, wiring, feeder lines, etc.,	6,809 76	
Interest accrued during construction of railway,	521 51	
Engineering and other expenses incident to construction,	2,472 50	
TOTAL COST OF RAILWAY OWNED,		\$63,682 56
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,660 50	
Electric equipment of same,	2,228 61	
TOTAL COST OF EQUIPMENT OWNED,		5,889 11
Cost of land and buildings:		
Electric power stations, including equipment,	\$8,853 04	
Other buildings necessary for operation of railway,	326 82	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,179 86
Other permanent property: Laidley property,		1,500 00
TOTAL PERMANENT INVESTMENTS,		\$80,251 53
Cash and current assets:		
Cash,	\$304 09	
Bills and accounts receivable,	1,046 51	
TOTAL CASH AND CURRENT ASSETS,		1,350 60
Profit and Loss balance (deficit),		8,697 24
TOTAL,		\$90,299 37

LIABILITIES.		Cr.	
Capital stock,			\$35,800 00
Real estate mortgages,			900 00
Current liabilities:			
Loans and notes payable,	\$52,400 00		
Audited vouchers and accounts,	285 58		
Salaries and wages,	104 25		
TOTAL CURRENT LIABILITIES,			52,789 83
Accrued liabilities:			
Interest accrued and not yet due,	\$451 12		
Taxes accrued and not yet due,	358 42		
TOTAL ACCRUED LIABILITIES,			809 54
TOTAL,			\$90,299 37

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	42,000 00	
Capital stock issued and outstanding,		\$35,800 00
Number of shares issued and outstanding,	358	
Number of stockholders,	80	
Number of stockholders in Massachusetts,	76	
Amount of stock held in Massachusetts,	\$30,800 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Laidley property,	Per Cent. 6	Demand, .	\$900 00	\$45 00

FUNDED DEBT.

\$35,000 first mortgage 6 per cent bonds issued and used as collateral for the notes payable of the company, but not sold.

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	51,403
Number carried per mile of main railway track operated,	8,698
Number of round trips run,	1,890
Number of car miles run,	30,058
Average number of persons employed,	6

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Freight cars (box, 8; open, 8),	6
Construction, repair and other work cars,	1
Number of all above cars with 8 wheels,	1
Electric motors,	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.910 miles.
Length of sidings, switches, etc., . . . . .	.440 "
Total, computed as single track,	6.350 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railway operated by the company is located: Conway and Deerfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONWAY ELECTRIC STREET RAILWAY COMPANY,
CONWAY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Carlos Batchelder, *President*, Conway, Mass. Fred A. Delabarre, *Treasurer*, Conway, Mass. John B. Laidley, *Clerk of Corporation*, Conway, Mass. Arthur P. Delabarre, *Auditor*, Conway, Mass. Arthur C. Guilford, *Superintendent*, Conway, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Carlos Batchelder, Conway, Mass. John B. Packard, Conway, Mass. Emery Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Delabarre, Conway, Mass. Franklin Pease, Conway, Mass. Fred A. Delabarre, Conway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CARLOS BATCHELDER,
ARTHUR P. DELABARRE,
EMERY BROWN,
JOHN B. PACKARD,
Directors.
FRED A. DELABARRE,
Treasurer.
ARTHUR C. GUILFORD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. CONWAY, Oct. 29, 1898. Then personally appeared the above-named Carlos Batchelder, Arthur P. Delabarre, Emery Brown, John B. Packard, Fred A. Delabarre and Arthur C. Guilford, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES PARSONS,
Justice of the Peace.

REPORT

OF THE

COTTAGE CITY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$3,536 90
Operating expenses,	3,550 66
NET DEFICIT FROM OPERATION,	\$13 76
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,500 00
Interest and discount on unfunded debts and loans,	307 14
Taxes,	187 58
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,994 72
Deficit for the year ending September 30, 1898,	\$2,008 48
Amount of surplus September 30, 1897,	4,556 52
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$2,548 04
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$3,536 90
GROSS EARNINGS FROM OPERATION,	\$3,536 90
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$625 00
General office expenses and supplies,	220 90
Insurance,	220 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	32 50
Repair of electric line construction,	22 80
Repair of buildings,	3 00
Maintenance of equipment: repair of cars and other vehicles,	67 24
Transportation expenses:	
Cost of electric motive power,	936 19
Wages and compensation of persons employed in conducting transportation,	1,423 03
TOTAL OPERATING EXPENSES,	\$3,550 66

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$50,101 81	
Electric line construction, including poles, wiring, feeder lines, etc.,	4,270 50	
Engineering and other expenses incident to construction,	325 00	
TOTAL COST OF RAILWAY OWNED,		\$54,696 81
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$9,066 22	
Electric equipment of same,	1,791 49	
Other items of equipment,	116 00	
TOTAL COST OF EQUIPMENT OWNED,		10,978 71
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,500 00	
Buildings necessary for operation of railway,	2,200 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,700 00
TOTAL PERMANENT INVESTMENTS,		\$70,370 52
Cash and current assets:		
Cash,	\$145 12	
Bills and accounts receivable,	21 75	
TOTAL CASH AND CURRENT ASSETS,		166 87
Miscellaneous assets: materials and supplies,		112 50
TOTAL,		\$70,649 89
LIABILITIES.		Cr.
Capital stock,		\$34,900 00
Funded debt,		25,000 00
Current liabilities: loans and notes payable,		8,201 85
Profit and Loss balance (surplus),		2,548 04
TOTAL,		\$70,649 89
CAPITAL STOCK.		
Capital stock authorized by law,	\$37,000 00	
Capital stock authorized by votes of company,	37,000 00	
Capital stock issued and outstanding,		\$34,900 00
Number of shares issued and outstanding,	849	
Number of stockholders,	80	
Number of stockholders in Massachusetts,	30	
Amount of stock held in Massachusetts,	\$34,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, 6 per cent gold bonds,	Per Cent. 6	May 1, 1915,	\$25,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	70,738
Number carried per mile of main railway track operated, .	13,124
Number of round trips run,	3,220
Number of car miles run,	35,327
Average number of persons employed,	14

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	3	
Open passenger cars equipped for electric power,	4	
Total,		7
Box passenger cars equipped for horse power,	1	
Open passenger cars equipped for horse power,	2	
Total,		3
TOTAL PASSENGER CARS OF ALL KINDS,		10
Construction, repair and other work cars,		1
Number of all above cars with 6 wheels,		10
Other highway vehicles (wagon),		1
Electric motors,		7
Harnesses (single),		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5 890 miles.
Length of sidings, switches, etc., . . . . .	.500 "
Total, computed as single track,	5.890 "

System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Cottage City.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COTTAGE CITY STREET RAILWAY COMPANY,

21 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Josiah Quincy, *President*, City Hall, Boston, Mass. Fred Nichols, *Treasurer*, 280 Washington Street, Boston, Mass. John A. Duggan, *Clerk of Corporation and General Manager*, 21 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Josiah Quincy, 82 Charles Street, Boston, Mass. John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. John F. Merrill, Quincy, Mass. John A. Duggan, Atlantic, Mass. Michael H. Curley, 4 Bowdoin Avenue, Boston, Mass. Wm. R. Dresser, Waban, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
WM. R. DRESSER,
JOHN R. GRAHAM,
JOSIAH QUINCY,
MICHAEL H. CURLEY,
JOHN A. DUGGAN,
FRED'K H. SMITH,

Directors.

FRED NICHOLS,

Treasurer.

JOHN A. DUGGAN,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1898. Then personally appeared the above-named John F. Merrill, Wm. R. Dresser, John R. Graham, Josiah Quincy, Michael H. Curley, John A. Duggan and Fred. H. Smith, directors, and Fred Nichols, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN L. McLEAN,

Notary Public.

REPORT

OF THE

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$96,914 37
Operating expenses,	68,052 80
GROSS INCOME ABOVE OPERATING EXPENSES,	\$28,861 57
Charges upon income accrued during the year:	
Interest on funded debt, \$4,500 00	
Taxes, 2,424 81	
Payments to sinking and other special funds:	
Reserve for depreciation, \$1,200 00	
Renewal fund, 5,000 00	
	6,200 00
Other deductions from income: Lincoln Park expenses,	1,980 28
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	15,105 04
NET DIVISIBLE INCOME,	\$13,756 53
Dividends declared (8 per cent),	12,000 00
Surplus for the year ending September 30, 1898,	\$1,756 53
Amount of surplus September 30, 1897,	17,851 51
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$19,108 04
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$95,578 99
Receipts from carriage of mails,	800 00
Receipts from interest on deposits,	535 38
GROSS EARNINGS FROM OPERATION,	\$96,914 37
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,875 00
General office expenses and supplies,	28 15
Legal expenses,	165 00
Insurance,	5,911 37
Other general expenses,	1,118 53

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$2,005 48
Repair of electric line construction,	584 14
Removal of snow and ice,	256 97
Maintenance of equipment:	
Repair of cars and other vehicles,	2,029 03
Repair of electric equipment of cars,	1,814 66
Transportation expenses:	
Wages and compensation of persons employed in conducting transportation,	17,808 24
Damages for injuries to persons and property,	903 00
Tolls for trackage over other railways,	32,108 47
Rentals of buildings and other property,	465 00
Other transportation expenses: general operating expenses and supplies,	1,029 76
TOTAL OPERATING EXPENSES,	\$68,052 80

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$127,182 69	
Electric line construction, including poles, wiring, feeder lines, etc.,	40,772 19	
TOTAL COST OF RAILWAY OWNED,		\$167,904 88
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$38,218 25	
Electric equipment of same,	28,507 59	
Other items of equipment: tools and machinery,	1,301 01	
TOTAL COST OF EQUIPMENT OWNED,		68,026 85
Other permanent property: Lincoln Park,		11,559 56
TOTAL PERMANENT INVESTMENTS,		\$247,491 29
Cash and current assets:		
Cash,	\$9,583 58	
Bills and accounts receivable,	13,579 00	
TOTAL CASH AND CURRENT ASSETS,		23,162 58
TOTAL,		\$270,653 87
LIABILITIES.		Cr.
Capital stock,		\$150,000 00
Funded debt,		90,000 00
Current liabilities:		
Audited vouchers and accounts,	\$1,688 96	
Miscellaneous current liabilities: tickets unredeemed,	106 87	
TOTAL CURRENT LIABILITIES,		1,745 83
Sinking and other special funds:		
Reserve for depreciation,	\$4,800 00	
Renewal fund,	5,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		9,800 00
Profit and Loss balance (surplus),		19,108 04
TOTAL,		\$270,653 87

CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	65	
Number of stockholders in Massachusetts,	57	
Amount of stock held in Massachusetts,	\$114,800 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage coupon (may be registered) twenty-year gold bonds,	Per Cent. 5	April 1, 1915,	\$90,000 00	\$4,500 00

SINKING AND OTHER SPECIAL FUNDS.	
Amount September 30, 1897, of reserve for depreciation fund,	\$3,600 00
Additions during the year to reserve for depreciation fund,	\$1,200 00
Additions during the year to renewal fund,	5,000 00
	6,200 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$9,800 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	551,674
Number carried per mile of main railway track operated,	40.163
Number of round trips run,	12,276
Number of car miles run,	337,232
Average number of persons employed,	45

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power,	11
Open passenger cars equipped for electric power,	21
TOTAL PASSENGER CARS OF ALL KINDS,	32
Construction, repair and other work cars,	3
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	33
Number of cars equipped with heaters (electric),	11
Snow ploughs (electric),	2
Other railway rolling stock (track velocipede),	1
Electric motors,	54
Other items of equipment: tools and machinery.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.806	4.430	13.736
Length of sidings, switches, etc., . . . . .	.535	-	.535
TOTAL, COMPUTED AS SINGLE TRACK,	9.841	4.430	14.271

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,153 miles.
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System of electric motive power in use by the company: Thomson-Houston overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Fall River, New Bedford, Dartmouth and Westport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Eastern District, Taunton Division (New Bedford & Fall River Branch), at North Westport, Westport highway,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	10	-	10
TOTALS,	-	-	-	11	-	11

STATEMENT OF EACH ACCIDENT.

Oct. 10, 1897. — Collision of car and vehicle; four occupants thrown out.

October 24. — Collision of car and vehicle; three occupants thrown out.

April 28, 1898. — Woman crossed in front of moving car; struck and thrown to the ground.

June 5. — Man fell boarding car.

June 28. — Horse, frightened at car, overturned carriage, throwing out two occupants.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,
7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank W. Brightman, *President*, Fall River, Mass. Chas. E. Cook, *Vice-President*, New Bedford, Mass. Arnold C. Gardner, *Treasurer*, New Bedford, Mass. Robert S. Goff, *Clerk of Corporation*, Fall River, Mass. Messrs. Knowlton & Perry, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank W. Brightman, Fall River, Mass. Frank S. Stevens (deceased). Robert S. Goff, Fall River, Mass. William L. Winslow, Fall River, Mass. Henry H. Crapo, New Bedford, Mass. Joseph A. Beauvais, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Charles E. Cook, New Bedford, Mass. Stephen A. Brownell, New Bedford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
WM. L. WINSLOW,
ROBERT S. GOFF,
FRANK W. BRIGHTMAN,
E. S. BROWN,
J. A. BEAUVAIS,
CHARLES E. COOK,
Directors.
ARNOLD C. GARDNER,
Treasurer.
EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 27, 1898. Then personally appeared the above-named Wm. L. Winslow, Robert S. Goff, Frank W. Brightman and Arnold C. Gardner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY H. EARL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 27, 1898. Then personally appeared the above-named Henry H. Crapo, E. S. Brown, J. A. Beauvais, Charles E. Cook and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT A. TERRY,
Justice of the Peace.

REPORT

OF THE

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$61,569 13
Operating expenses,	43,978 44
NET EARNINGS FROM OPERATION,	\$17,590 69
Miscellaneous income: Dighton Rock Park,	2,623 50
GROSS INCOME ABOVE OPERATING EXPENSES,	\$20,214 19
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,250 00
Interest and discount on unfunded debts and loans,	1,740 42
Taxes,	2,049 84
Other deductions from income: maintenance Dighton Rock Park,	12,854 24
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	22,394 00
Deficit for the year ending September 30, 1898,	\$2,179 81
Amount of surplus September 30, 1897,	8,256 96
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$6,077 15
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$61,516 15
Other earnings from operation: miscellaneous income,	52 98
GROSS EARNINGS FROM OPERATION,	\$61,569 13
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,014 00
General office expenses and supplies,	816 75
Insurance,	1,303 51
Other general expenses: miscellaneous expenses,	1,239 55

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	775,266
Number carried per mile of main railway track operated, .	46,188
Number of round trips run,	9,693
Number of car miles run,	282,591
Average number of persons employed,	26

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	10
Open passenger cars equipped for electric power, . . .	20
TOTAL PASSENGER CARS OF ALL KINDS,	30
Construction, repair and other work cars,	2
Number of cars equipped with fenders,	32
Number of cars equipped with heaters (electric), . . .	10
Snow ploughs (electric),	2
Barges and omnibuses,	3
Other highway vehicles:	
Carriages,	1
Tower wagons,	1
Electric motors,	30
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	12.182	4.603	16.785
Length of sidings, switches, etc, . . . . .	.587	-	.587
TOTAL, COMPUTED AS SINGLE TRACK,	12.769	4.603	17.372

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Dighton and Somerset.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Second Street, Dighton,	2	1
With New York, New Haven & Hartford Railroad, at Pleasant Street, Somerset,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	4	-	2	-	6
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	4	-	2	-	6

STATEMENT OF EACH ACCIDENT.

June 20, 1898. — An intoxicated man jumped from a moving car and injured his thumb.

July 15. — Front wheels of a car ran off the track; four men slightly injured.

September 10. — An intoxicated man fell from the car and was slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY COMPANY,
8 UNION BLOCK, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bradford D. Davol, *President*, Fall River, Mass. Sylvanus M. Thomas, *Treasurer, General Counsel and General Manager*, Taunton, Mass. Orville A. Barker, *Clerk of Corporation*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bradford D. Davol, Fall River, Mass. Frank W. Brightman, Fall River, Mass. Henry H. Crapo, New Bedford, Mass. Cornelius A. Davis, Somerset, Mass. Henry B. Leonard, Somerset, Mass. N. Allen Walker, Walker, Mass. John N. Beckley, Rochester, N. Y. George Weldon, Rochester, N. Y. Orville A. Barker, Taunton, Mass. Sylvanus M. Thomas, Taunton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BRADFORD D. DAVOL,
HENRY H. CRAPO,
F. W. BRIGHTMAN,
ORVILLE A. BARKER,
SYLVANUS M. THOMAS,
HENRY B. LEONARD,
N. ALLEN WALKER,

Directors.

SYLVANUS M. THOMAS,
Treasurer and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 29, 1898. Then personally appeared the above-named Bradford D. Davol, Henry H. Crapo, F. W. Brightman, Orville A. Barker, Sylvanus M. Thomas, Henry B. Leonard and N. Allen Walker, directors, and Sylvanus M. Thomas, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. FRANKLIN HALL,
Justice of the Peace.

REPORT

OF THE

EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$24,000 00
Income from other sources: services treasurer and clerk, . .	500 00
GROSS INCOME,	\$24,500 00
Expenses and charges upon income accrued during the year:	
salaries and maintenance of organization,	500 00
NET DIVISIBLE INCOME,	\$24,000 00
Dividends declared (8 per cent),	23,816 00
Surplus for the year ending September 30, 1898,	\$184 00
Amount of deficit September 30, 1897,	16,597 82
Credits to profit and loss account during the year: premium	
on sale of bonds,	4,332 00
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$12,081 82
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	Dr.
Cost of railway: roadbed and tracks,	\$344,518 08
Cost of equipment,	102,105 79
Cost of land and buildings,	58,662 11
Other permanent property: office furniture,	222 00
TOTAL PERMANENT INVESTMENTS,	\$505,507 98
Cash and current assets: cash,	110 25
Profit and Loss balance (deficit),	12,081 82
TOTAL,	\$517,700 00
LIABILITIES.	Cr.
Capital stock,	\$297,700 00
Funded debt,	220,000 00
TOTAL,	\$517,700 00

CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$300,000 00	
Capital stock authorized by votes of company, . . .	297,700 00	
Capital stock issued and outstanding, . . .		\$297,700 00
Number of shares issued and outstanding, . . .	2,977	
Number of stockholders, . . .	105	
Number of stockholders in Massachusetts, . . .	94	
Amount of stock held in Massachusetts, . . .	\$277,100 00	

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds,	Per Cent. 5	Jan. 1, 1902,	\$100,000 00	\$5,000 00
Plain bonds,	5	Sept. 1, 1918,	120,000 00	7,500 00
TOTALS, . . . . .	. . .	. . .	\$220,000 00	\$12,500 00

RAILWAY OWNED.	
Length of railway line,	16.500 miles.
Length of sidings, switches, etc.,	1.810 "
Total, computed as single track,	18.310 "

Names of the several cities and towns in which the railway owned by the company is located: Woburn, Stoneham, Malden, Melrose, Revere and Saugus.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

85 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed, Lynn, Mass. David H. Sweetser, Lynn, Mass. Elwin C. Foster, Lynn, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Amos F. Breed, Jr., Lynn, Mass. Frank H. Monks, Brookline, Mass. Benj. Hinckley, Woburn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
ELWIN C. FOSTER,
DAVID H. SWEETSER,
CHARLES H. NEWHALL,
AMOS F. BREED, JR.,

Directors.

DAVID H. SWEETSER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Nov. 1, 1898. Then personally appeared the above-named Amos F. Breed, Elwin C. Foster, David H. Sweetser, Charles H. Newhall and Amos F. Breed, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT S. TOWNSEND,

Notary Public.

REPORT
OF THE
EAST TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.			
ASSETS.		DR.	
Cash and current assets: cash,			\$33,544 00
TOTAL,			\$33,544 00
LIABILITIES.		CR.	
Capital stock (paid in),			\$33,544 00
TOTAL,			\$33,544 00
CAPITAL STOCK.			
Capital stock authorized by law,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Amount paid in on 500 shares not yet issued,			\$33,544 00
Number of stockholders,		71	
Number of stockholders in Massachusetts,		71	
Amount of stock held in Massachusetts,	\$33,544 00		

Names of the several cities and towns in which the railway owned by the company is located: Taunton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST TAUNTON STREET RAILWAY COMPANY,
 23 SUMMER STREET, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Michael A. Cavanaugh, *President*, 26 Court Street, Taunton, Mass. Thomas F. Cavanaugh, *Vice-President*, 26 Court Street, Taunton, Mass. Joseph B. Murphy, *Treasurer*, 23 Summer Street, Taunton, Mass. James P. Dunn, *Clerk of Corporation, General Manager and Superintendent*, 172 Cohannet Street, Taunton, Mass. Arthur M. Alger, *General Counsel*, 9 Court Street, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles R. Richmond, East Taunton, Mass. Chester R. Barstow, Stevens Street, Taunton, Mass. Michael A. Cavanaugh, 254 Cohannet Street, Taunton, Mass. Thomas F. Cavanaugh, 16 Hodges Avenue, Taunton, Mass. Joseph B. Murphy, 23 Summer Street, Taunton, Mass. James P. Dunn, 172 Cohannet Street, Taunton, Mass. Stephen F. O'Hara, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICHAEL A. CAVANAUGH,
JOSEPH B. MURPHY,
THOMAS F. CAVANAUGH,
CHESTER R. BARSTOW,
JAMES P. DUNN,

Directors.

JOSEPH B. MURPHY,

Treasurer.

JAMES P. DUNN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 20, 1898. Then personally appeared the above-named Michael A. Cavanaugh, Joseph B. Murphy, Thomas F. Cavanaugh, Chester R. Barstow and James P. Dunn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR M. ALGER,

Justice of the Peace.

REPORT
OF THE
EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE
STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,519 82
Operating expenses,	4,742 95
NET DEFICIT FROM OPERATION,	\$223 13
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$22 00
Taxes,	101 17
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	123 17
Deficit for the year ending September 30, 1898,	\$346 30
Amount of deficit September 30, 1897,	887 02
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$1,183 32
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,480 05
Receipts from carriage of mails,	150 00
Receipts from carriage of express and parcels,	510 24
Receipts from carriage of freight,	784 74
Receipts from interest on deposits,	1 48
Other earnings from operation:	
Sundry receipts,	133 75
Baggage,	459 56
GROSS EARNINGS FROM OPERATION,	\$4,519 82
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$62 82
Other general expenses:	
General expense,	199 39
Advertising,	10 00
Maintenance of roadway and buildings: repair of roadbed and track,	206 42

Maintenance of equipment:		
Repair of cars and other vehicles,		\$25 55
Renewal of horses, harnesses, shoeing, etc.,		207 31
Transportation expenses:		
Provender for horses,		1,309 47
Wages and compensation of persons employed in conducting transportation,		2,398 49
Damages for injuries to persons and property,		8 50
Rentals of buildings and other property,		325 00
TOTAL OPERATING EXPENSES,		\$4,742 95
<hr/>		
PROPERTY ACCOUNTS.		
Deductions from property accounts (property sold and credited to property accounts): one car,		\$10 00
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GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway: roadbed and tracks,		\$14,357 15
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,627 24	
Horses,	1,092 50	
TOTAL COST OF EQUIPMENT OWNED,		5,719 74
Cost of land and buildings:		
Land necessary for operation of railway,	\$475 00	
Buildings necessary for operation of railway,	672 01	
TOTAL COST OF LAND AND BUILDINGS OWNED,		1,147 01
TOTAL PERMANENT INVESTMENTS,		\$21,223 90
Cash and current assets: cash,		249 46
Profit and Loss balance (deficit),		1,183 32
TOTAL,		\$22,656 68
<hr/>		
LIABILITIES.		Cr.
Capital stock,		\$21,400 00
Current liabilities: loans and notes payable,		1,256 68
TOTAL,		\$22,656 68
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CAPITAL STOCK.		
Capital stock authorized by law,	\$26,000 00	
Capital stock authorized by votes of company,	21,500 00	
Capital stock issued and outstanding,		\$21,400 00
Number of shares issued and outstanding,	214	
Number of stockholders,	42	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	\$20,300 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	28,992
Number carried per mile of main railway track operated, .	14,395
Number of round trips run,	3,208
Number of car miles run,	9,688
Average number of persons employed,	8

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for horse power, . . .	4
Open passenger cars equipped for horse power, . . .	8
TOTAL PASSENGER CARS OF ALL KINDS, . . .	12
Barges and omnibuses,	1
Carts and snow sleds,	2
Other highway vehicles: 3 express wagons, 1 democrat wagon, 2 trucks, 1 lumber gear.	
Horses,	13
Harnesses (double, 12; single, 3),	15

RAILWAY OWNED AND OPERATED (BY HORSE POWER).

Length of railway line,	2.014 miles.
Length of sidings, switches, etc.,	1 006 "
Total, computed as single track,	3.020 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE STREET
RAILWAY COMPANY,
ONSET, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph K. Nye, *President and General Manager*, New Bedford, Mass.
Anderson W. Kelley, *Treasurer*, New Bedford, Mass. Benj. F. Gibbs,
Clerk of Corporation, Wareham, Mass. F. L. Benson, *Superintendent*, Onset,
Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Nye, New Bedford, Mass. Joseph K. Nye, New Bedford, Mass.
Anderson W. Kelley, New Bedford, Mass. Benj. F. Gibbs, Onset, Mass.
F. L. Benson, Wareham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH K. NYE,
ANDERSON W. KELLEY,
FRED L. BENSON,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Oct. 24, 1898. Then personally appeared the above-named Joseph K. Nye, Anderson W. Kelley and Fred L. Benson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENJAMIN F. GIBBS,
Justice of the Peace.

REPORT

OF THE

FALL RIVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING APRIL 30, 1898.

[Consolidated with the Globe April 30, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,875 87
Operating expenses,	7,322 37
NET DEFICIT FROM OPERATION,	\$2,446 50
Charges upon income accrued during the period:	
Interest and discount on unfunded debts and loans,	\$388 37
Taxes,	766 88
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,155 25
Deficit for the year ending April 30, 1898,	\$3,601 75
Amount of deficit September 30, 1897,	9,039 10
TOTAL DEFICIT APRIL 30, 1898,	\$12,640 85
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$4,875 77
Receipts from carriage of express and parcels,	10
GROSS EARNINGS FROM OPERATION,	\$4,875 87
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$990 00
Legal expenses,	108 40
Other general expenses: engineering, printing and express- ing,	255 82
Maintenance of roadway and buildings:	
Repair of roadbed and track,	20 25
Repair of electric line construction,	110 48
Removal of snow and ice,	196 02
Maintenance of equipment:	
Repair of cars and other vehicles,	79 14
Repair of electric equipment of cars,	112 00

Transportation expenses:	
Cost of electric motive power, \$2,707.22; less power sold, \$1,322; net,	\$1,385 22
Wages and compensation of persons employed in conducting transportation,	2,404 89
Damages for injuries to persons and property,	80 00
Rentals of buildings and other property,	1,312 50
Other transportation expenses: repairs to dynamos,	818 15
TOTAL OPERATING EXPENSES,	\$7,322 37

GENERAL BALANCE SHEET APRIL 30, 1898.

ASSETS.	Dr.
Cost of railway: roadbed and tracks,	\$51,810 54
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$6,783 45
Electric equipment of same,	5,117 38
Other items of equipment,	473 54
TOTAL COST OF EQUIPMENT OWNED,	12,374 37
Cost of land and buildings: electric power stations, including equipment,	6,425 40
TOTAL PERMANENT INVESTMENTS,	\$70,610 31
Cash and current assets: cash,	2,817 92
Miscellaneous assets:	
Fixtures and furniture,	\$40 90
Fixtures, tools and implements,	236 14
TOTAL MISCELLANEOUS ASSETS,	277 04
Profit and Loss balance (deficit),	12,640 85
TOTAL,	\$86,346 12

LIABILITIES.	Cr.
Capital stock,	\$50,000 00
Current liabilities:	
Loans and notes payable,	\$30,774 07
Audited vouchers and accounts,	5,516 81
Miscellaneous current liabilities: prepaid tickets,	55 74
TOTAL CURRENT LIABILITIES,	36,346 12
TOTAL,	\$86,346 12

CAPITAL STOCK.	
Capital stock authorized by law,	\$50,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock issued and outstanding,	\$50,000 00
Number of shares issued and outstanding,	500
Number of stockholders,	27
Number of stockholders in Massachusetts,	24
Amount of stock held in Massachusetts,	\$44,400 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the period,	107,583
Number carried per mile of main railway track operated, .	42,388
Number of round trips run,	10,747
Number of car miles run,	54,554
Average number of persons employed,	13

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . .	7
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	6
Number of cars equipped with heaters (electric), . . .	3
Snow ploughs (electric),	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	2.538 miles.
Length of sidings, switches, etc., . . . . .	.157 "
Total, computed as single track,	2.695 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Fall River.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FALL RIVER STREET RAILWAY COMPANY,
64 BEDFORD STREET, FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Beattie, *President*, Fall River, Mass. John T. Robertson, *Treasurer*, Fall River, Mass. W. Frank Shove, *Clerk of Corporation*, Fall River, Mass. Jackson, Slade & Borden, *General Counsel*, Fall River, Mass. Clarence Buffington, *Auditor*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Beattie, Fall River, Mass. W. Frank Shove, Fall River, Mass. Wmuel E. Turner, Fall River, Mass. James E. Osborn, Fall River, Mass. Herbert Field, Fall River, Mass. John T. Robertson, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID BEATTIE,
W. F. SHOVE,
HERBERT FIELD,
JOHN T. ROBERTSON,
WENDELL E. TURNER,

Directors.

JOHN T. ROBERTSON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Nov. 7, 1898. Then personally appeared the above-named David Beattie, W. F. Shove, Herbert Field and John T. Robertson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. N. DURFEE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, Nov. 7, 1898. Then personally appeared the above-named Wendell E. Turner, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES H. DURFEE,
Justice of the Peace.

REPORT

OF THE

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$134,314 73
Operating expenses,	86,176 93
GROSS INCOME ABOVE OPERATING EXPENSES,	\$48,137 80
Charges upon income accrued during the year:	
Interest on funded debt,	\$7,500 00
Interest and discount on unfunded debts and loans,	2,939 61
Taxes,	5,655 55
Other deductions from income: Whalom Park expenses,	6,988 57
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	23,078 73
NET DIVISIBLE INCOME,	\$25,059 07
Dividends declared (8 per cent),	20,000 00
Surplus for the year ending September 30, 1898,	\$5,059 07
Amount of surplus September 30, 1897,	15,289 16
Debits to profit and loss account during the year:	\$20,348 23
Shrinkage on coal,	\$685 99
Depreciation on cars,	2,000 00
TOTAL DEBITS,	2,685 99
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$17,662 24
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$134,014 73
Receipts from advertising in cars,	300 00
GROSS EARNINGS FROM OPERATION,	\$134,314 73
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$7,562 85
General office expenses and supplies,	2,043 76
Insurance,	4,381 82

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$2,982 17
Repair of electric line construction,		919 24
Removal of snow and ice,		8,849 59
Repair of buildings,		364 97
Maintenance of equipment:		
Repair of cars and other vehicles,		5,701 24
Repair of electric equipment of cars,		8,440 60
Renewal of horses, harnesses, shoeing, etc.,		628 74
Transportation expenses:		
Cost of electric motive power,		14,044 71
Provender for horses,		553 30
Wages and compensation of persons employed in conducting transportation,		35,804 44
Other transportation expenses: printing tickets, transfers and day cards, lamps, cleaning and sanding track, grease, lubricants, waste, etc.,		4,454 50
TOTAL OPERATING EXPENSES,		\$86,176 98
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 28,417 feet),	\$61,210 47	
New electric line construction (length, 26,687 feet),	9,240 47	
TOTAL ADDITIONS TO RAILWAY,		\$70,450 94
Additions to equipment:		
Additional cars (6 in number),	\$5,639 90	
Electric equipment of cars,	4,944 77	
Other additional rolling stock and vehicles,	1,447 10	
Other additions to equipment: telephone and signal systems, signal lamps, etc.,	1,751 58	
TOTAL ADDITIONS TO EQUIPMENT,		18,788 35
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$2,846 92	
New electric power stations, including machinery, etc.,	82,007 70	
Other new buildings necessary for operation of railway,	49 70	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		84,404 32
Additions to other permanent property:		
Whalom Park,	\$858 52	
Animals,	562 50	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		1,421 02
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$120,059 63
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of car,	\$20 00	
Sale of harness,	6 00	
Depreciation of cars,	2,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		2,026 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$118,033 63

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$278,187 15	
Electric line construction, including poles, wiring, feeder lines, etc.,	48,812 89	
TOTAL COST OF RAILWAY OWNED,		\$327,000 04
Cost of equipment:		
Cars and other rolling stock and vehicles, . .	\$84,308 08	
Horses,	875 00	
Other items of equipment,	9,255 00	
TOTAL COST OF EQUIPMENT OWNED,		93,938 08
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$10,565 46	
Electric power stations, including equipment, .	84,007 70	
Other buildings necessary for operation of railway,	17,298 29	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .		111,871 45
Other permanent property:		
Whalom Park property and equipment, . . .	\$21,847 25	
Fitchburg Park Company's stock,	500 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, .		22,347 25
TOTAL PERMANENT INVESTMENTS,		\$555,156 82
Cash and current assets:		
Cash,	\$1,041 14	
Bills and accounts receivable,	2,002 44	
TOTAL CASH AND CURRENT ASSETS,		3,043 58
Miscellaneous assets:		
Materials and supplies,	\$15,055 14	
Other assets and property: provender, . . .	83 75	
TOTAL MISCELLANEOUS ASSETS,		15,138 89
TOTAL,		\$573,339 29
LIABILITIES.		Cr.
Capital stock,		\$250,000 00
Funded debt,		150,000 00
Current liabilities:		
Loans and notes payable,	\$180,000 00	
Audited vouchers and accounts,	10,580 00	
Miscellaneous current liabilities: tickets issued, but not redeemed,	1,441 81	
TOTAL CURRENT LIABILITIES,		142,021 81
Accrued liabilities: interest accrued and not yet due, . .		415 57
Sinking and other special funds:		
Renewal fund,	\$6,000 00	
Accident insurance fund,	7,240 17	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		13,240 17
Profit and Loss balance (surplus),		17,662 24
TOTAL,		\$573,339 29

CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	60	
Number of stockholders in Massachusetts,	59	
Amount of stock held in Massachusetts,	\$248,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Twenty-year first mortgage bonds,	Per Cent. 5	April 1, 1917,	\$150,000 00	\$7,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of renewal fund,	\$6,000 00
Amount September 30, 1897, of accident insurance fund,	5,865 77
TOTAL, SEPTEMBER 30, 1897,	\$11,865 77
Additions during the year to accident insurance fund,	3,000 00
TOTAL, INCLUDING ADDITIONS,	\$14,865 77
Deductions during the year from accident insurance fund,	1,625 60
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$13,240 17

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,178,863
Number carried per mile of main railway track operated,	101,673
Number of round trips run,	80,552
Number of car miles run,	671,274
Average number of persons employed,	70

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	19	
Open passenger cars equipped for electric power,	27	
Combination car,	1	
Total,	—	47
Box passenger cars equipped for horse power,		1
TOTAL PASSENGER CARS OF ALL KINDS,		48

Construction, repair and other work cars,	4
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	47
Number of cars equipped with heaters (electric),	19
Snow ploughs (electric),	3
Carts and snow sleds,	16
Other highway vehicles (8 carriages, 1 sleigh),	4
Electric motors,	80
Horses,	5
Harnesses (double, 15; single, 6),	21
Other items of equipment: office safe, furniture, registers, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	21.430 miles.
Length of sidings, switches, etc.,	2.530 "
Total, computed as single track,	23.960 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.620 miles.
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System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the
company are located: Fitchburg, Leominster and Lunenburg.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Fitchburg Railroad, Water Street, Fitchburg,	3	1
With Fitchburg Railroad, Water Street, Fitchburg (Engine House),*	1	1
With Fitchburg Railroad, River Street, Fitchburg (Iver Johnson shop),*	1	1
With Fitchburg Railroad, River Street, Fitchburg (Orwell Mills),*	1	1
With Fitchburg Railroad, River Street, Fitchburg (Cleghorn Mills),*	1	1
With Fitchburg Railroad, River Street, Fitchburg (Woodward's Mills),*	1	1
With New York, New Haven & Hartford Railroad, Main Street, Fitchburg (Davis Mills),*	1	1
With New York, New Haven & Hartford Railroad, Main Street, Leominster,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	11	8

Number of above crossings at which *frogs* are inserted in the tracks, 3

* Switching only.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	5	-	4	-	9
Employees,	-	-	-	1	-	1
Other persons,	-	2	-	5	-	7
TOTALS,	-	7	-	10	-	17

STATEMENT OF EACH ACCIDENT.

Dec. 25, 1897. — Team driven in front of car; driver thrown out and slightly injured.

June 18, 1898. — Team driven in front of car; driver thrown out and slightly injured.

July 2. — Team drove out of cross street at right angles to direction of car; was struck, driver thrown out and considerably injured.

July 7. — Woman thrown in stepping from car and slightly injured.

August 5. — Horse, frightened by construction car, ran team against rocks; occupants (ladies) thrown out; one lady considerably injured.

August 6. — Trolley pole jumped wire, struck bracket arm and broke it; arm fell, striking a passing bicyclist on the shoulder.

August 30. — Lady, in stepping from car, fell and sprained her wrist.

August 30. — Team going in same direction as car driven directly in front of car; driver thrown out and slightly injured.

September 3. — Lady, getting on car, slipped to the ground; slightly injured.

September 7. — Man attempted to board moving car; fell to ground, dislocating shoulder.

September 13. — Lady, with armful of bundles, fell from car while alighting.

September 14. — Rear end collision; motorman of rear car had leg broken; four others slightly injured.

September 27. — Team going in same direction as car driven directly in front of it; driver thrown out and considerably injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Baker & Hall, *General Counsel*, Fitchburg, Mass. Ellab Parker, *Auditor*, 220 Devonshire Street, Boston, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Baker, Fitchburg, Mass. Edgar F. Belding, Fitchburg, Mass.
Manson D. Haws, North Leominster, Mass. Arthur H. Lowe, Fitchburg,
Mass. Herbert I. Wallace, Fitchburg, Mass. George W. Weymouth, Fitch-
burg, Mass. Henry A. Willis, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

G. W. WEYMOUTH,
MANSON D. HAWS,
HERBERT I. WALLACE,
ARTHUR H. LOWE,
HENRY A. WILLIS,
EDGAR F. BELDING,
CHARLES F. BAKER,

Directors.

ROBERT N. WALLIS,

Treasurer.

WESLEY W. SARGENT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 16, 1898. Then personally appeared the above-
named G. W. Weymouth, Manson D. Haws, Herbert I. Wallace, Arthur H.
Lowe, Henry A. Willis, Edgar F. Belding, Charles F. Baker, Robert N.
Wallis and Wesley W. Sargent, and severally made oath that the foregoing
certificate by them subscribed is, to the best of their knowledge and belief,
true.

Before me,

WILBUR B. TENNEY,

Justice of the Peace.

REPORT

OF THE

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation July 16, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,790 85
Operating expenses,	3,760 50
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,029 85
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$42 00
Taxes,	300 62
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	342 62
Surplus for the year ending September 30, 1898,	\$1,687 28
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$1,687 28
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,637 95
Receipts from advertising in cars,	50 00
Other earnings from operation: sale of tickets,	102 40
GROSS EARNINGS FROM OPERATION,	\$5,790 85
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$255 00
General office expenses and supplies,	299 26
Maintenance of roadway and buildings: repair of electric line construction,	1 25
Maintenance of equipment:	
Repair of cars and other vehicles,	188 69
Repair of electric equipment of cars,	59 08

Transportation expenses :	
Cost of electric motive power,	\$919 60
Wages and compensation of persons employed in conducting transportation,	1,420 70
Other transportation expenses :	
Transfer carette, oils and oiling track,	537 87
Car house expenses,	79 05
TOTAL OPERATING EXPENSES,	\$3,760 50

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$50,590 52	
Electric line construction, including poles, wiring, feeder lines, etc.,	12,511 45	
Engineering and other expenses incident to construction,	1,478 11	
TOTAL COST OF RAILWAY OWNED,		\$64,580 08
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$11,085 30	
Electric equipment of same,	7,004 20	
TOTAL COST OF EQUIPMENT OWNED,		18,089 50
Cost of land and buildings :		
Land necessary for operation of railway,	\$800 00	
Electric power stations, including equipment,	2,834 50	
Other buildings necessary for operation of railway,	4,691 45	
TOTAL COST OF LAND AND BUILDINGS OWNED,		8,325 95
TOTAL PERMANENT INVESTMENTS,		\$90,995 53
Cash and current assets :		
Cash,	\$261 79	
Bills and accounts receivable,	158 23	
TOTAL CASH AND CURRENT ASSETS,		420 02
Miscellaneous assets :		
Materials and supplies,	\$600 00	
Other assets and property :		
Furniture,	225 20	
Tools and supplies,	523 36	
TOTAL MISCELLANEOUS ASSETS,		1,348 56
TOTAL,		\$92,764 11
LIABILITIES.		Cr.
Capital stock,		\$50,000 00
Current liabilities :		
Loans and notes payable,	\$39,843 67	
Audited vouchers and accounts,	982 59	
TOTAL CURRENT LIABILITIES,		40,776 26
Accrued liabilities : taxes accrued and not yet due,		300 63
Profit and Loss balance (surplus),		1,687 23
TOTAL,		\$92,764 11

CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	18	
Amount of stock held in Massachusetts,	\$50,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	112,759
Number carried per mile of main railway track operated,	24,197
Number of round trips run,	3,429
Number of car miles run,	32,648
Average number of persons employed,	18
Company commenced operation July 16, 1898.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	7
TOTAL PASSENGER CARS OF ALL KINDS,	10
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	10
Number of cars equipped with heaters (electric),	3
Barges and omnibuses,	1
Electric motors,	22

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.660 miles.
Length of sidings, switches, etc., . . . . .	.220 "
Total, computed as single track,	4.880 "

System of electric motive power in use by the company: Westinghouse and Thomson-Houston.

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg and Leominster.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, *President*, Leominster, Mass. James A. Stowell, *Vice-President*, Leominster, Mass. Harry G. Lowe, *Treasurer and Clerk of Corporation*, Leominster, Mass. Harry C. Garfield, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harry L. Pierce, Leominster, Mass. Harry G. Lowe, Leominster, Mass. Harry C. Garfield, Leominster, Mass. James A. Stowell, Leominster, Mass. Charles T. Foster, Leominster, Mass. George H. Cooke, Athol, Mass. Solomon H. Amidon, Miller's Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRY L. PIERCE,
CHARLES T. FOSTER,
HARRY G. LOWE,
GEORGE H. COOKE,
SOLOMON H. AMIDON,
HARRY C. GARFIELD,
JAMES A. STOWELL,

Directors.

HARRY G. LOWE,

Treasurer.

HARRY C. GARFIELD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 7, 1898. Then personally appeared the above-named Harry L. Pierce, Charles T. Foster, Harry G. Lowe, George H. Cooke, Solomon H. Amidon, Harry C. Garfield and James A. Stowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES H. P. DYER,

Justice of the Peace.

REPORT
OF THE
FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH
STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation August 3, 1898. Operated by the Marlborough.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$3,065 25
Operating expenses,	2,041 60
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$1,023 65
Surplus for the year ending September 30, 1898, . . .	\$1,023 65
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$1,023 65
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$3,065 25
GROSS EARNINGS FROM OPERATION,	\$3,065 25
EXPENSES OF OPERATION.	
General expenses: Marlborough Street Railway for operating,	\$2,041 60
TOTAL OPERATING EXPENSES,	\$2,041 60
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway (paid on contract),	\$186,304 53
Cash and current assets:	
Cash,	\$695 47
Bills and accounts receivable,	1,023 65
TOTAL CASH AND CURRENT ASSETS,	1,719 12
TOTAL,	\$188,023 65

LIABILITIES.		Cr.
Capital stock (paid in, but not issued),		\$80,000 00
Current liabilities: loans and notes payable,		57,000 00
Profit and Loss balance (surplus),		1,023 65
TOTAL,		\$138,023 65

CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Amount paid in on 800 shares not yet issued,		\$80,000 00
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	\$80,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	18,882
Number carried per mile of main railway track operated, .	1,877
Number of round trips run,	1,380
Number of car miles run,	20,416
Company commenced operation August 4, 1898.	

DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power,	5
TOTAL PASSENGER CARS OF ALL KINDS,	5
Number of cars equipped with fenders,	5
Electric motors,	16

RAILWAY OWNED.

Length of railway line,	7.395 miles.
Length of sidings, switches, etc., . . . . .	.094 "
Total, computed as single track,	7.489 "

System of electric motive power in use by the company: direct current, overhead trolley; General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Framingham and Southborough.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET
RAILWAY COMPANY,
MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, Boston, Mass. Philip L. Saltonstall, *Treasurer*, Boston, Mass. Edw. P. Shaw, Jr., *Clerk of Corporation and General Manager*, Boston, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Philip L. Saltonstall, Milton, Mass. Wm. A. Tucker, Boston, Mass. S. Reed Anthony, Boston, Mass. Edw. P. Shaw, Jr., Brookline, Mass. W. S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. P. SHAW, JR.,
S. REED ANTHONY,
PHILIP L. SALTONSTALL,
Directors.
PHILIP L. SALTONSTALL,
Treasurer.
E. P. SHAW, JR.,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 23, 1898. Then personally appeared the above-named E. P. Shaw, Jr., S. Reed Anthony and Philip L. Saltonstall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L K. SNOW,
Justice of the Peace.

REPORT

OF THE

FRAMINGHAM UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$30,423 92
Operating expenses,	18,458 48
GROSS INCOME ABOVE OPERATING EXPENSES,	\$11,965 44
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,500 00
Interest and discount on unfunded debts and loans,	1,854 84
Taxes,	327 46
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	4,182 30
Surplus for the year ending September 30, 1898, . . .	\$7,783 14
Amount of surplus September 30, 1897,	2,334 85
	\$10,117 99
Credits to profit and loss account during the year:	
Capital stock (reduced),	\$30,000 00
Ledger account,	30,423 92
TOTAL CREDITS,	\$60,423 92
Debits to profit and loss account during the year:	
Construction,	\$36,014 45
Ledger account,	22,640 78
Ledger account,	7,783 14
TOTAL DEBITS,	66,438 37
NET AMOUNT DEBITED TO PROFIT AND LOSS, . . .	6,014 45
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$4,108 54
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$29,954 25
Receipts from carriage of mails,	200 00
Receipts from advertising in cars,	225 00
Other earnings from operation: manure,	44 67
GROSS EARNINGS FROM OPERATION,	\$30,423 92

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$1,600 00
General office expenses and supplies,		382 04
Legal expenses,		175 00
Insurance,		938 24
Other general expenses,		851 49
Maintenance of roadway and buildings:		
Repair of roadbed and track,		144 31
Removal of snow and ice,		486 45
Repair of buildings,		69 69
Maintenance of equipment:		
Repair of cars and other vehicles,		504 48
Repair of electric equipment of cars,		269 50
Renewal of horses, harnesses, shoeing, etc.,		459 65
Transportation expenses:		
Cost of electric motive power,		2,186 45
Provender for horses,		2,467 73
Wages and compensation of persons employed in conducting transportation,		7,858 45
Rentals of buildings and other property,		115 00
TOTAL OPERATING EXPENSES,		\$18,458 48
PROPERTY ACCOUNTS.		
Additions to railway:		
Reconstruction,	\$39,480 87	
Other additions to railway: engineering,	238 11	
TOTAL ADDITIONS TO RAILWAY,		\$39,718 98
Additions to equipment:		
Additional cars (1 in number),	\$2,777 07	
Other additional rolling stock and vehicles,	651 00	
Other additions to equipment: horses,	190 00	
TOTAL ADDITIONS TO EQUIPMENT,		3,618 07
Additions to land and buildings,		892 87
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$44,229 92
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Construction,	\$38,155 72	
Horses,	849 92	
Real estate,	15 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		39,020 64
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$5,209 28
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$110,000 00	
Engineering and other expenses incident to construction,	238 11	
TOTAL COST OF RAILWAY OWNED,		\$110,238 11

Cost of equipment:		
Cars and other rolling stock and vehicles, . . .	\$14,968 00	
Electric equipment of same,	5,650 20	
Horses,	477 58	
Other items of equipment: harnesses,	100 00	
TOTAL COST OF EQUIPMENT OWNED,		\$21,195 78
Cost of land and buildings: land necessary for operation of railway,		11,768 19
TOTAL PERMANENT INVESTMENTS,		\$143,202 08
Cash and current assets:		
Cash,	\$1,591 11	
Bills and accounts receivable,	1,088 34	
Sinking and other special funds,	1,000 00	
TOTAL CASH AND CURRENT ASSETS,		3,674 45
Miscellaneous assets:		
Materials and supplies,	\$501 90	
Other assets and property: office fixtures,	88 77	
TOTAL MISCELLANEOUS ASSETS,		540 67
TOTAL,		\$147,417 20
LIABILITIES.		Cr.
Capital stock,		\$30,000 00
Funded debt,		50,000 00
Current liabilities:		
Loans and notes payable,	\$26,000 00	
Audited vouchers and accounts,	36,313 66	
TOTAL CURRENT LIABILITIES,		62,313 66
Sinking fund,		1,000 00
Profit and Loss balance (surplus),		4,103 54
TOTAL,		\$147,417 20
CAPITAL STOCK.		
Capital stock authorized by law,	\$30,000 00	
Capital stock authorized by votes of company,	30,000 00	
Capital stock issued and outstanding,		\$30,000 00
Number of shares issued and outstanding,	300	
Number of stockholders,	110	
Number of stockholders in Massachusetts,	106	
Amount of stock held in Massachusetts,	\$23,250 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage twenty-year bonds,	Per Cent. 5	July 1, 1909,	\$50,000 00	\$2,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of sinking fund,	\$1,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1898,	\$1,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	686,673
Number carried per mile of main railway track operated,	100,137
Number of round trips run,	21,576
Number of car miles run,	111,966
Average number of persons employed,	14

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	8	
Open passenger cars equipped for electric power,	5	
Total,		8
Box passenger cars equipped for horse power,	6	
Open passenger cars equipped for horse power,	6	
Total,		12
TOTAL PASSENGER CARS OF ALL KINDS,		20
Construction, repair and other work cars,		2
Number of cars equipped with fenders,		8
Number of cars equipped with heaters (electric, 3; stoves, 5),		8
Snow ploughs (horse),		2
Carts and snow sleds,		5
Electric motors,		8
Horses,		6
Harnesses (double, 17; single, 4),		21
Other items of equipment: snow scrapers, jacks, tools, etc.		

RAILWAY OWNED.

RAILWAY OWNED.	Owned.	Total Owned.
Length of railway line,	Miles. 6.358	Miles. 6.358
Length of sidings, switches, etc., . . . . .	.478	.478
TOTAL, COMPUTED AS SINGLE TRACK,	6.836	6.836

RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Horse Power only.	By Electric Power only.	Total Operated.
Length of railway line,	Miles. .288	Miles. 6.070	Miles. 6.358
Length of sidings, switches, etc.,	-	.478	.478
TOTAL, COMPUTED AS SINGLE TRACK, . . . . .	.288	6.548	6.836

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Framingham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in num- ber), viz:		
With Boston & Albany,* Elm Street, Saxonville,	1	1
With Boston & Albany,* Elm Street, Saxonville,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM UNION STREET RAILWAY COMPANY,
SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James R. Entwistle, *President*, Saxonville, Mass. Franklin E. Gregory,
Treasurer, Framingham, Mass. Ira B. Forbes, *Clerk of Corporation and*
General Counsel, South Framingham, Mass. James J. Hennessy, *Superin-*
tendent, South Framingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James R. Entwistle, Saxonville, Mass. Franklin E. Gregory, Framingham,
Mass. Francis C. Stearns, Saxonville, Mass. Ira B. Fenton, Framingham,
Mass. Ira B. Forbes, South Framingham, Mass. Luther F. Fuller, Saxon-
ville, Mass. M. F. Maher, Saxonville, Mass. Horatio F. Twombly, Fram-
ingham, Mass. Chas. B. Coddling, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

JAMES R. ENTWISTLE,
FRANKLIN E. GREGORY,
LUTHER F. FULLER,
IRA B. FENTON,
HORATIO F. TWOMBLY,
FRANCIS C. STEARNS,
Directors.
FRANKLIN E. GREGORY,
Treasurer.
JAMES J. HENNESSY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. OCT. 27, 1898. Then personally appeared the above-named James R. Entwistle, Franklin E. Gregory, Luther F. Fuller, Ira B. Fenton, Horatio F. Twombly, Francis C. Stearns and James J. Hennessy, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WALTER ADAMS,

Justice of the Peace.

REPORT

OF THE

GARDNER ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$17,103 38
Operating expenses,	14,128 17
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$2,975 21
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,771 14
Taxes,	832 44
Other deductions from income: maintenance of pleasure grounds,	1,215 40
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	3,818 98
Deficit for the year ending September 30, 1898,	\$843 77
Amount of deficit September 30, 1897,	1,724 37
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$2,568 14
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$17,020 20
Receipts from advertising in cars,	39 18
Other earnings from operation: guarantees, special cars, .	44 00
GROSS EARNINGS FROM OPERATION,	\$17,103 38
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,477 56
General office expenses and supplies,	227 31
Legal expenses,	269 00
Insurance,	501 35
Other general expenses: small items as per instructions, .	221 89
Maintenance of roadway and buildings:	
Repair of roadbed and track,	415 14
Repair of electric line construction,	155 64
Removal of snow and ice,	435 05
Repair of buildings,	4 53

Maintenance of equipment:	
Repair of cars and other vehicles,	\$144 23
Repair of electric equipment of cars,	444 23
Transportation expenses:	
Cost of electric motive power,	8,993 63
Wages and compensation of persons employed in conducting transportation,	5,257 70
Damages for injuries to persons and property,	391 50
Other transportation expenses: small items as per instruction,	189 41
TOTAL OPERATING EXPENSES,	\$14,128 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks,	\$35,510 04		
Electric line construction, including poles, wiring, feeder lines, etc.,	8,675 46		
Interest accrued during construction of railway,	88 23		
Engineering and other expenses incident to construction,	2,165 76		
TOTAL COST OF RAILWAY OWNED,			\$46,434 49
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$6,711 80		
Electric equipment of same,	8,114 98		
TOTAL COST OF EQUIPMENT OWNED,			14,826 78
Cost of land and buildings:			
Land necessary for operation of railway,	\$955 55		
Electric power stations, including equipment,	11,727 66		
Other buildings necessary for operation of railway,	2,150 91		
TOTAL COST OF LAND AND BUILDINGS OWNED,			14,834 12
TOTAL PERMANENT INVESTMENTS,			\$76,095 39
Cash and current assets:			
Cash,	\$626 21		
Bills and accounts receivable,	15 00		
TOTAL CASH AND CURRENT ASSETS,			641 21
Miscellaneous assets: materials and supplies,			1,209 27
Profit and Loss balance (deficit),			2,568 14
TOTAL,			\$80,514 01
LIABILITIES.		CR.	
Capital stock,			\$50,000 00
Current liabilities:			
Loans and notes payable,	\$28,819 91		
Audited vouchers and accounts,	978 64		
TOTAL CURRENT LIABILITIES,			29,798 55
Accrued liabilities: taxes accrued and not yet due,			715 46
TOTAL,			\$80,514 01

CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	43	
Number of stockholders in Massachusetts,	41	
Amount of stock held in Massachusetts,	\$48,600 00	

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	841,088
Number carried per mile of main railway track operated,	76,569
Number of round trips run,	18,438
Number of car miles run,	77,126
Average number of persons employed,	12

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	3
TOTAL PASSENGER CARS OF ALL KINDS,	6
Number of cars equipped with fenders,	6
Number of cars equipped with heaters (electric, 1; stoves, 2),	3
Snow ploughs (electric, 1; horse, 1),	2
Electric motors,	18

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line,	4.840 miles.
Length of sidings, switches, etc., . . . . .	.114 "
Total, computed as single track,	4.454 "

System of electric motive power in use by the company: Westinghouse; General Electric generator.

Names of the several cities and towns in which the railways operated by the company are located: Gardner.

GRADE CROSSINGS WITH RAILROADS.		
GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Worcester Division, Fitchburg Railroad, Park Street (1 main, 2 side),	3	1
With freight side track, North Main Street,	1	1
With Worcester Division, Fitchburg Railroad, North Main Street (1 main, 2 side),	3	1
With Worcester Division, Fitchburg Railroad, South Main Street (known as Kendall's crossing),	1	1
With Worcester Division, Fitchburg Railroad, South Main Street (known as Kendall's crossing),	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	9	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	3	-	3
TOTALS,	-	-	-	4	-	4

STATEMENT OF EACH ACCIDENT.

Sept. 19, 1897. — Joseph Vaughn, Gardner: riding bicycle very fast, struck car near front end as it came very slowly around a curve; badly shaken and bruised.

December 14. — Charles H. Ashley, Hubbardston: on a dark and foggy night Ashley drove out of a private driveway in front of car; car struck his wagon and pushed it over, going about ten feet after striking, throwing Ashley out; Ashley was shaken up and bruised.

Sept. 5, 1898. — François X. Lachapelle, Gardner: standing on running-board, at night, from some unexplained cause fell off and broke his leg.

September 20. — Louis Eaton (boy): in a spirit of bravado, tried to cross track in front of car, which he plainly saw; fender struck him slightly and threw him to ground; not injured beyond a shaking and slight cut on head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER ELECTRIC STREET RAILWAY COMPANY,

GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer, Clerk of Corporation and General Counsel*, Gardner, Mass. Thomas B. Grimes, *Auditor*, 24 Marion Street, East Boston, Mass. Frederick L. LeNoir, *Superintendent*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. Thomas B. Grimes, 24 Marion Street, East Boston, Mass. Marcus A. Coolidge, Fitchburg, Mass. Alexander S. Paton, Leominster, Mass. Charles Heywood (resigned), 306 West 46th Street, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
EDWARD F. BLODGETT,
THOMAS B. GRIMES,
JAMES A. STILES,
Directors.
JAMES A. STILES,
Treasurer.
FREDERICK LENOIR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 11, 1898. Then personally appeared the above-named Frederic S. Coolidge, Edward F. Blodgett, Thomas B. Grimes, James A. Stiles and Frederick LeNoir, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM G. A. PALLEY,
Justice of the Peace.

REPORT

OF THE

GLOBE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$318,339 06
Operating expenses,	199,329 75
GROSS INCOME ABOVE OPERATING EXPENSES,	\$119,009 31
Charges upon income accrued during the year:	
Interest on funded debt,	\$71,250 00
Interest and discount on unfunded debts and loans,	2,265 85
Taxes,	5,897 78
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	79,413 63
Surplus for the year ending September 30, 1898,	\$39,595 68
Amount of surplus September 30, 1897,	17,646 02
	\$57,241 70
Debits to profit and loss account during the year:	
Depreciation railway construction,	\$30,000 00
Depreciation rolling stock,	10,000 00
TOTAL DEBITS,	40,000 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$17,241 70
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$301,238 61
Receipts from tolls for use of tracks by other companies,	15,457 95
Receipts from rentals of buildings and other property,	130 00
Receipts from advertising in cars,	1,500 00
Other earnings from operation: manure sold,	12 50
GROSS EARNINGS FROM OPERATION,	\$318,339 06

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$9,365 62
General office expenses and supplies,	624 22
Legal expenses,	800 00
Insurance,	15,603 16
Other general expenses: expenses State commissions, attractions, associations, etc.,	7,189 17
Maintenance of roadway and buildings:	
Repair of roadbed and track,	16,145 54
Repair of electric line construction,	8,899 93
Removal of snow and ice,	2,829 42
Repair of buildings,	709 89
Maintenance of equipment:	
Repair of cars and other vehicles,	11,556 72
Repair of electric equipment of cars,	7,402 06
Renewal of horses, harnesses, shoeing, etc.,	146 12
Transportation expenses:	
Cost of electric motive power, \$27,083.80; less power sold, \$888.84; net,	26,694 46
Providence for horses,	708 16
Wages and compensation of persons employed in conducting transportation,	90,174 29
Damages for injuries to persons and property,	2,219 29
Rentals of buildings and other property,	575 88
Other transportation expenses: general supplies,	3,185 82
TOTAL OPERATING EXPENSES,	\$199,329 75
PROPERTY ACCOUNTS.	
Additions to railway:	
Bridge strengthening and street widening,	\$5,908 88
Other additions to railway:	
Consolidation, Fall River Street Railway Company, roadbed and tracks,	62,000 00
Consolidation, Fall River Street Railway Company, electric line construction,	4,000 00
TOTAL ADDITIONS TO RAILWAY,	\$71,908 88
Additions to equipment: consolidation, Fall River Street Railway Company, cars and equipment,	
10,775 00	
Additions to land and buildings:	
Additional equipment of power stations,	\$560 46
Consolidation, Fall River Street Railway Company, power station equipment,	3,225 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	3,785 46
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$86,469 34
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Power station equipment, Fall River Street Railway Company, sold,	
\$3,225 00	
Depreciation railway construction,	30,000 00
Depreciation rolling stock,	10,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	43,225 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$43,244 34

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$1,518,322 44	
Electric line construction, including poles, wiring, feeder lines, etc.,	109,160 17	
TOTAL COST OF RAILWAY OWNED,		\$1,622,482 61
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$832,424 55	
Horses,	514 96	
Other items of equipment,	5,442 94	
TOTAL COST OF EQUIPMENT OWNED,		338,382 45
Cost of land and buildings:		
Land necessary for operation of railway,	\$100,766 72	
Electric power stations, including equipment,	133,050 99	
TOTAL COST OF LAND AND BUILDINGS OWNED,		233,817 71
TOTAL PERMANENT INVESTMENTS,		\$2,194,682 77
Cash and current assets:		
Cash,	\$3,503 07	
Bills and accounts receivable,	14,046 05	
TOTAL CASH AND CURRENT ASSETS,		17,549 12
Miscellaneous assets: materials and supplies,		936 51
TOTAL,		\$2,213,168 40
LIABILITIES.		CR.
Capital stock,		\$700,000 00
Funded debt,		1,425,000 00
Current liabilities:		
Loans and notes payable,	\$51,850 00	
Audited vouchers and accounts,	1,421 15	
Salaries and wages,	1,983 57	
TOTAL CURRENT LIABILITIES,		55,254 72
Accrued liabilities:		
Interest accrued and not yet due,	\$7,395 83	
Taxes accrued and not yet due,	5,897 78	
Miscellaneous accrued liabilities: outstanding tickets,	2,378 87	
TOTAL ACCRUED LIABILITIES,		15,671 98
Profit and Loss balance (surplus),		17,241 70
TOTAL,		\$2,213,168 40
CAPITAL STOCK.		
Capital stock authorized by law,	\$700,000 00	
Capital stock authorized by votes of company,	700,000 00	
Capital stock issued and outstanding,		\$700,000 00
Number of shares issued and outstanding,	7,000	
Number of stockholders,	69	
Number of stockholders in Massachusetts,	32	
Amount of stock held in Massachusetts,	\$52,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage coupon (may be registered), twenty-year gold, . . .	5	April 1, 1912,	\$750,000 00	\$37,500 00
Twenty-year debenture coupon, gold, . . .	5	July 1, 1912,	550,000 00	27,500 00
Sixteen-year debenture coupon, gold, . . .	5	March 1, 1910,	125,000 00	6,250 00
TOTALS, . . . . .	. . .	. . .	\$1,425,000 00	\$71,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . .	6,627,700
Number carried per mile of main railway track operated, . . .	237,843
Number of round trips run,	193,128
Number of car miles run,	1,280,612
Average number of persons employed,	200

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	47	
Open passenger cars equipped for electric power, . . .	49	
Total,	96	
Box passenger cars equipped for horse power, . . .	4	
Open passenger cars equipped for horse power, . . .	11	
Total,	15	
TOTAL PASSENGER CARS OF ALL KINDS,	111	
Construction, repair and other work cars,	5	
Number of cars equipped with fenders,	96	
Number of cars equipped with heaters (electric),	47	
Snow ploughs (electric, 5; horse, 1),	6	
Carts and snow sleds,	5	
Other highway vehicles: 1 express wagon, 3 buggies, 1 sleigh,	5	
Electric motors,	124	
Horses,	5	
Harnesses (double, 12; single, 8),	15	
Other items of equipment: snow levellers,	2	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	20.586 miles.
Length of second main track,	8.503 "
Total length of main track,	29.089 "
Length of sidings, switches, etc.,	2.058 "
Total, computed as single track,	31.147 "

System of electric motive power in use by the company: overhead single trolley; Thomson-Houston.

Names of the several cities and towns in which the railways operated by the company are located: Fall River.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	9	-	10
Employees,	-	-	-	-	-	-
Other persons,	-	4	-	6	-	10
TOTALS,	-	5	-	15	-	20

STATEMENT OF EACH ACCIDENT.

Oct. 6, 1897. — Man fell getting off moving car.
 October 25. — Man fell getting off moving car.
 December 2. — Team struck by car; driver of team injured.
 Jan. 9, 1898. — Man fell getting off moving car.
 January 13. — Collision of car and carriage; woman in carriage injured.
 February 7. — Collision of car and carriage; driver of carriage injured.
 February 24. — Collision of car and carriage; driver of carriage injured.
 March 8. — Man fell from car; caused by car leaving rail.
 March 29. — Man fell getting off moving car.
 April 11. — Man fell getting off moving car.
 May 21. — Man jumped from moving car.
 June 14. — Man jumped from moving car.
 June 14. — Team struck by car; driver of team injured.
 June 15. — Collision of car and runaway horse; driver injured.
 July 11. — Team struck by car; driver of team injured.
 July 28. — Man jumped from moving car.
 August 1. — Man fell from running-board.
 August 2. — Man on bicycle fell in front of moving car.
 September 5. — Man fainted and fell from open car.
 September 11. — Man fell trying to board moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY,
 FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert S. Goff, *President and General Manager*, Fall River, Mass. Herbert H. Read, *Treasurer*, Fall River, Mass. Marcus G. B. Swift, *Clerk of Corporation*, Fall River, Mass. John H. Bowker, *Superintendent*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward N. Gibbs, Norwich, Conn. Charles L. Hubbard, Norwich, Conn. John N. Beckley, Rochester, N. Y. Thomas J. Nicholl, Rochester, N. Y. Benjamin Strong, New York, N. Y. Marcus G. B. Swift, Fall River, Mass. Frank W. Brightman, Fall River, Mass. Robert S. Goff, Fall River, Mass. Herbert H. Read, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. N. BECKLEY,
T. J. NICHOLL,
ROBERT S. GOFF,
HERBERT H. READ,
MARCUS G. B. SWIFT,
BENJ. STRONG,
CHARLES L. HUBBARD,
FRANK W. BRIGHTMAN,
Directors.
HERBERT H. READ,
Treasurer.
JOHN H. BOWKER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1898. Then personally appeared the above-named Robert S. Goff, Herbert H. Read, Marcus G. B. Swift, Frank W. Brightman, directors, Herbert H. Read, treasurer, and John H. Bowker, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY H. EARL,
Justice of the Peace.

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. NOV. 1, 1898. Then personally appeared the above-named Benjamin Strong, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WM. SCHNEIDER,
Notary Public.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. NORWICH, Nov. 1, 1898. Then personally appeared the above-named Charles L. Hubbard, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, STEPHEN B. MEECH,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 2, 1898. Then personally appeared the above-named John N. Beckley and Tom. J. Nicholl, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, SYLVANUS M. THOMAS,
Notary Public.

REPORT

OF THE

GLOUCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$70,570 60
Operating expenses,	47,886 91
GROSS INCOME ABOVE OPERATING EXPENSES,	\$23,183 69
Charges upon income accrued during the year:	
Interest on funded debt, \$3,000 00	
Interest and discount on unfunded debts and loans, 4,565 84	
Taxes, 2,250 65	
Rentals of leased railways: Gloucester & Rockport, 1,800 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,616 49
NET DIVISIBLE INCOME,	\$11,567 20
Dividends declared (6 per cent),	10,800 00
Surplus for the year ending September 30, 1898,	\$767 20
Amount of surplus September 30, 1897,	23,089 14
	\$23,856 34
Debits to profit and loss account during the year: accounts receivable charged off,	285 10
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$23,621 24
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$68,498 05
Receipts from tolls for use of tracks by other companies,	477 94
Receipts from rentals of buildings and other property,	1,324 86
Receipts from advertising in cars,	250 00
Receipts from interest on deposits,	19 75
GROSS EARNINGS FROM OPERATION,	\$70,570 60
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,068 67
General office expenses and supplies,	381 06
Legal expenses,	57 64
Insurance,	427 38
Other general expenses,	850 54

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$3,126 39
Repair of electric line construction,		5,084 34
Removal of snow and ice,		893 15
Repair of buildings,		339 05
Maintenance of equipment:		
Repair of cars and other vehicles,		3,830 74
Repair of electric equipment of cars,		3,749 39
Transportation expenses:		
Cost of electric motive power, \$14,208.08; less power sold, \$7,929.53; net,		6,278 55
Wages and compensation of persons employed in conducting transportation,		17,042 41
Damages for injuries to persons and property,		981 45
Other transportation expenses,		4,376 15
TOTAL OPERATING EXPENSES,		\$47,886 91
PROPERTY ACCOUNT.		
Additions to railway: bills unpaid on extension of 1897,		\$125 00
Additions to equipment:		
Additional cars (1 in number),	\$100 00	
Other additions to equipment:		
Two motors,	1,200 00	
Miscellaneous equipment,	4,806 54	
TOTAL ADDITIONS TO EQUIPMENT,		6,106 54
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$2,048 25	
New buildings necessary for operation of railway,	13,788 11	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		15,831 36
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$22,062 90
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$121,432 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	42,137 98	
Interest accrued during construction of railway,	3,770 48	
Engineering and other expenses incident to construction,	4,751 74	
TOTAL COST OF RAILWAY OWNED,		\$172,092 61
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$28,406 54	
Electric equipment of same,	56,508 91	
Horses,	300 00	
TOTAL COST OF EQUIPMENT OWNED,		85,215 45

Cost of land and buildings :		
Land necessary for operation of railway,	\$4,543 25	
Electric power stations, including equipment,	42,183 13	
Other buildings necessary for operation of railway,	28,788 11	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$75,464 49
TOTAL PERMANENT INVESTMENTS,		\$332,772 55
Cash and current assets :		
Cash,	\$3,340 32	
Bills and accounts receivable,	7,266 91	
TOTAL CASH AND CURRENT ASSETS,		10,607 23
Miscellaneous assets : materials and supplies,		2,081 91
TOTAL,		\$345,411 69
LIABILITIES.		Cr.
Capital stock,		\$180,000 00
Funded debt,		60,000 00
Current liabilities :		
Loans and notes payable,	\$75,500 00	
Audited vouchers and accounts,	1,800 00	
TOTAL CURRENT LIABILITIES,		77,300 00
Accrued liabilities : taxes accrued and not yet due,		1,490 45
Sinking and other special funds : insurance reserve,		3,000 00
Profit and Loss balance (surplus),		23,621 24
TOTAL,		\$345,411 69
CAPITAL STOCK.		
Capital stock authorized by law,	\$180,000 00	
Capital stock authorized by votes of company,	180,000 00	
Capital stock issued and outstanding,		\$180,000 00
Number of shares issued and outstanding,	1,800	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	\$180,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	April 1, 1907,	\$60,000 00	\$3,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of insurance reserve fund,	\$3,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,869,961
Number carried per mile of main railway track operated, .	121,774
Number of round trips run,	34,984
Number of car miles run,	283,601
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	9
Open passenger cars equipped for electric power, . . .	16
TOTAL PASSENGER CARS OF ALL KINDS, . . .	25
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	25
Number of cars equipped with heaters (electric, 5; stoves, 4),	9
Carts and snow sleds,	5
Electric motors,	27
Horses,	2
Harnesses (double, 1; single, 1),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.970	1.230	11.200
Length of sidings, switches, etc., . . . . .	.490	.250	.740
TOTAL, COMPUTED AS SINGLE TRACK,	10.460	1.530	11.990

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Gloucester.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad,	1	1
With Rockport Granite Company,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Aug. 6, 1898. — A man, slightly intoxicated, attempted to change his seat in an open car, and, swinging off too far, struck a pole; injuries not serious.

August 17. — A man attempted to board open car on the side on which curtain was down and was thrown to the ground; injuries very slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER STREET RAILWAY COMPANY,
GLOUCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. David S. Presson, *Treasurer and Clerk of Corporation*, Gloucester, Mass. Herbert E. Reed, *Superintendent*, Gloucester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. Albert D. Bosson, Chelsea, Mass. John H. Cunningham, Chelsea, Mass. David S. Presson, Gloucester, Mass. Albion R. Hallowell, Salem, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
J. H. CUNNINGHAM,
DAVID S. PRESSON,
ALBERT D. BOSSON,
Directors.
DAVID S. PRESSON,
Treasurer.
HERBERT E. REED,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 24, 1898. Then personally appeared the above-named W. B. Ferguson, J. H. Cunningham, David S. Presson, Albert D. Bosson and Herbert E. Reed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$59,085 75
Operating expenses,	86,896 85
GROSS INCOME ABOVE OPERATING EXPENSES,	\$22,688 90
Charges upon income accrued during the year:	
Interest on funded debt, \$6,350 00	
Interest and discount on unfunded debts and loans, 1,853 98	
Taxes, 2,988 64	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,042 62
NET DIVISIBLE INCOME,	\$11,596 28
Dividends declared (8 per cent),	7,500 00
Surplus for the year ending September 30, 1898,	\$4,096 28
Amount of surplus September 30, 1897,	1,548 75
	\$5,645 03
Debits to profit and loss account during the year: amount charged off for depreciation of track and roadway,	2,500 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$3,145 03
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$58,698 40
Receipts from tolls for use of tracks by other companies,	87 35
Receipts from advertising in cars,	250 00
GROSS EARNINGS FROM OPERATION,	\$59,085 75
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,049 05
General office expenses and supplies,	2,109 81
Insurance,	2,509 94

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$1,364 58
Repair of electric line construction,		379 71
Removal of snow and ice,		1,482 91
Repair of buildings,		48 40
Maintenance of equipment:		
Repair of cars and other vehicles,		1,135 24
Repair of electric equipment of cars,		2,066 53
Transportation expenses:		
Cost of electric motive power,		7,434 01
Wages and compensation of persons employed in conducting transportation,		15,892 24
Damages for injuries to persons and property,		71 00
Other transportation expenses: oil, waste, etc.,		353 93
TOTAL OPERATING EXPENSES,		\$86,896 85
PROPERTY ACCOUNTS.		
Additions to railway:		
Extra guard rails and new turn-outs (length, 200 feet),	\$1,750 00	
New electric line construction (extra feeder wire),	816 80	
TOTAL ADDITIONS TO RAILWAY,		\$2,566 80
Additions to equipment:		
Additional cars (1 in number),	\$1,010 40	
Other additions to equipment: fenders, registers and heaters for new car,	173 00	
TOTAL ADDITIONS TO EQUIPMENT,		1,183 40
Additions to land and buildings:		
Additional equipment of power stations,	\$1,100 96	
New buildings necessary for operation of railway,	815 16	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		1,416 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$5,166 32
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Track and roadway construction, amount charged off for depreciation,	\$2,500 00	
Electric equipment, sale of old controllers,	149 78	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		2,649 78
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$2,516 54
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$183,995 99	
Electric line construction, including poles, wiring, feeder lines, etc.,	83,223 99	
Engineering and other expenses incident to construction,	8,258 08	
TOTAL COST OF RAILWAY OWNED,		\$275,478 06

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$25,846 57	
Electric equipment of same,	22,812 92	
Other items of equipment: heaters, registers, snow ploughs, etc.,	6,508 85	
TOTAL COST OF EQUIPMENT OWNED,		\$55,167 84
Cost of land and buildings:		
Land necessary for operation of railway,	\$4,024 90	
Electric power stations, including equipment, Other buildings necessary for operation of railway,	54,546 18 12,184 79	
TOTAL COST OF LAND AND BUILDINGS OWNED,		70,705 87
TOTAL PERMANENT INVESTMENTS,		\$401,851 77
Cash and current assets:		
Cash,	\$8,156 14	
Bills and accounts receivable,	2,064 56	
Other cash and current assets:		
Prepaid interest,	577 01	
Prepaid insurance,	1,920 00	
TOTAL CASH AND CURRENT ASSETS,		7,717 71
Miscellaneous assets: materials and supplies,		4,097 52
TOTAL,		\$418,167 00
LIABILITIES.		CR.
Capital stock,		\$250,000 00
Funded debt,		125,000 00
Current liabilities:		
Loans and notes payable,	\$30,000 00	
Audited vouchers and accounts,	2,988 64	
TOTAL CURRENT LIABILITIES,		32,988 64
Accrued liabilities:		
Interest accrued and not yet due,		2,083 33
Profit and Loss balance (surplus),		3,145 08
TOTAL,		\$418,167 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	28	
Number of stockholders in Massachusetts,	28	
Amount of stock held in Massachusetts,	\$250,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Dec. 1, 1916,	\$125,000 00	\$6,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,156,243
Number carried per mile of main railway track operated,	50,911
Number of round trips run,	10,788
Number of car miles run,	355,382
Average number of persons employed,	48

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	16
TOTAL PASSENGER CARS OF ALL KINDS,	24
Number of cars equipped with fenders,	24
Number of cars equipped with heaters (electric),	8
Snow ploughs (electric, 3; horse, 8),	6
Other highway vehicles: 1 trolley wagon, 1 express wagon, .	2
Electric motors,	46
Horses,	2
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 22.500	Miles. .211	Miles. 22.711
Length of sidings, switches, etc., . . . . .	.025	-	.025
TOTAL, COMPUTED AS SINGLE TRACK,	22.525	.211	22.736

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,298 mile.
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System of electric motive power in use by the company: single trolley; General Electric Company and Walker Manufacturing Company.

Names of the several cities and towns in which the railways operated by the company are located: Beverly, Wenham, Hamilton, Essex, Ipswich and Gloucester.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Essex Branch, at Hamilton, . . .	1	1
With Boston & Maine Railroad, at Monseratt Station, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY COMPANY,
Essex, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. Albert D. Bosson, *Vice-President*, Tremont Building, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. W. Augustus Larrabee, *Superintendent*, Essex, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. Albert D. Bosson, Chelsea, Mass. Nathan E. Morton, Lawrence, Mass. Robert Redford, Lawrence, Mass. Ewen R. McPherson, Cambridge, Mass. Frank J. Perkins, Malden, Mass. Alexander B. Bruce, Lawrence, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
E. R. MCPHERSON,
FRANK J. PERKINS,
ALBERT D. BOSSON,
Directors.
GEO. A. BUTMAN,
Treasurer.
W. A. LARRABEE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 8, 1896. Then personally appeared the above-named W. B. Ferguson and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 8, 1896. Then personally appeared the within-named E. R. McPherson, Frank J. Perkins, A. D. Bosson and W. A. Larrabee, and made oath that the foregoing statement by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,

Justice of the Peace.

REPORT

OF THE

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Gloucester.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		\$1,800 00
Dividends declared (6 per cent),		\$1,800 00
Amount of surplus September 30, 1897,		\$1,800 00
TOTAL SURPLUS SEPTEMBER 30, 1898,		\$1,800 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	\$17,117 84	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,500 00	
Engineering and other expenses incident to construction,	382 66	
TOTAL COST OF RAILWAY OWNED,		\$19,000 00
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,000 00	
Electric equipment of same,	2,000 00	
TOTAL COST OF EQUIPMENT OWNED,		5,000 00
Cost of land and buildings:		
Land necessary for operation of railway,	\$10,000 00	
Electric power stations, including equipment,	6,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		16,000 00
TOTAL PERMANENT INVESTMENTS,		\$40,000 00
Cash and current assets: bills and accounts receivable,		1,800 00
TOTAL,		\$41,800 00

LIABILITIES.				CR.	
Capital stock,	\$30,000 00
Current liabilities: loans and notes payable,	10,000 00
Profit and Loss balance (surplus),	1,800 00
TOTAL,	\$41,800 00
CAPITAL STOCK.					
Capital stock authorized by law,	\$30,000 00
Capital stock authorized by votes of company,	30,000 00
Capital stock issued and outstanding,	\$30,000 00
Number of shares issued and outstanding,	300
Number of stockholders,	9
Number of stockholders in Massachusetts,	9
Amount of stock held in Massachusetts,	\$30,000 00
RAILWAY OWNED.					
Length of railway line,	1.280 miles.
Length of sidings, switches, etc.,250 "
Total, computed as single track,	1.530 "

Names of the several cities and towns in which the railway owned by the company is located: Gloucester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY,

GLOUCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albert D. Bosson, *President*, Chelsea, Mass. David S. Presson, *Treasurer and Clerk of Corporation*, Gloucester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. D. Bosson, Chelsea, Mass. J. H. Cunningham, Chelsea, Mass. W. B. Ferguson, Malden, Mass. F. W. Homans, Gloucester, Mass. D. S. Presson, Gloucester, Mass. A. R. Hollowell, Salem, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
J. H. CUNNINGHAM,
DAVID S. PRESSON,
ALBERT D. BOSSON,
Directors.
DAVID S. PRESSON,
Treasurer.
HERBERT E. REED,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 24, 1898. Then personally appeared the above-named W. B. Ferguson, J. H. Cunningham, David S. Presson, Albert D. Bosson and Herbert E. Reed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$34,585 20
Operating expenses,	22,069 18
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,516 07
Charges upon income accrued during the year:	
Interest on funded debt,	\$4,900 00
Interest and discount on unfunded debts and loans,	885 54
Taxes,	1,489 69
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,325 23
NET DIVISIBLE INCOME,	\$5,290 84
Dividends declared (4 per cent),	4,000 00
Surplus for the year ending September 30, 1898,	\$1,290 84
Amount of surplus September 30, 1897,	5,244 17
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$6,535 01
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$33,677 76
Receipts from carriage of mails,	538 29
Receipts from rentals of buildings and other property,	184 00
Receipts from advertising in cars,	175 00
Other earnings from operation: sale of material,	20 15
GROSS EARNINGS FROM OPERATION,	\$34,585 20
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,927 34
General office expenses and supplies,	1,325 11
Insurance,	1,356 81

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$1,928 47
Repair of electric line construction,	1,008 08
Removal of snow and ice,	674 86
Repair of buildings,	183 80
Maintenance of equipment:	
Repair of cars and other vehicles,	966 47
Repair of electric equipment of cars,	1,592 75
Transportation expenses:	
Cost of electric motive power,	2,548 84
Wages and compensation of persons employed in conducting transportation,	7,119 07
Damages for injuries to persons and property,	198 00
Rentals of buildings and other property,	75 00
Other transportation expenses,	64 40
Amusements, etc.,	1,250 68
TOTAL OPERATING EXPENSES,	\$22,069 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	Dr.	
Cost of railway:		
Roadbed and tracks,	\$184,126 84	
Electric line construction, including poles, wiring, feeder lines, etc.,	20,000 00	
Engineering and other expenses incident to construction,	4,108 08	
TOTAL COST OF RAILWAY OWNED,		\$188,249 92
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,184 81	
Electric equipment of same,	15,092 75	
Horses,	3,850 00	
TOTAL COST OF EQUIPMENT OWNED,		32,077 56
Cost of land and buildings:		
Land necessary for operation of railway,	\$11,180 42	
Electric power stations, including equipment,	15,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		26,180 42
TOTAL PERMANENT INVESTMENTS,		\$216,507 90
Cash and current assets:		
Cash,	\$461 20	
Bills and accounts receivable,	125 23	
TOTAL CASH AND CURRENT ASSETS,		586 43
Miscellaneous assets:		
Materials and supplies,	\$688 50	
Other assets and property: office fixtures,	114 18	
TOTAL MISCELLANEOUS ASSETS,		752 68
TOTAL,		\$217,847 01

LIABILITIES.				Cr.	
Capital stock, . . . . .	.	.	.	.	\$100,000 00
Funded debt, . . . . .	.	.	.	.	96,000 00
Current liabilities:					
Loans and notes payable, . . . . .	.	.	.	\$15,000 00	
Audited vouchers and accounts, . . . . .	.	.	.	812 00	
TOTAL CURRENT LIABILITIES,					15,812 00
Profit and Loss balance (surplus), . . . . .	.	.	.	.	6,535 01
TOTAL,					\$217,847 01
CAPITAL STOCK.					
Capital stock authorized by law, . . . . .	.	.	.	\$100,000 00	
Capital stock authorized by votes of company, . . . . .	.	.	.	100,000 00	
Capital stock issued and outstanding, . . . . .	.	.	.	.	\$100,000 00
Number of shares issued and outstanding, . . . . .	.	.	.	1,000	
Number of stockholders, . . . . .	.	.	.	66	
Number of stockholders in Massachusetts, . . . . .	.	.	.	64	
Amount of stock held in Massachusetts, . . . . .	.	.	.	\$98,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage twenty-year bonds, .	Per Cent. 5	May 1, 1916,	\$96,000 00	\$4,900 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, .	712,647
Number carried per mile of main railway track operated, .	55,416
Number of round trips run,	6,744
Number of car miles run,	178,476
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	13
Construction, repair and other work cars,	1
Number of cars equipped with heaters (electric),	5
Snow ploughs (electric),	1
Carts and snow sleds,	1
Other highway vehicles: tower wagon,	1
Electric motors,	24
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	12.860 miles.
Length of sidings, switches, etc., . . . . .	.410 "
Total, computed as single track,	13.270 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.710 miles.
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System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Greenfield and Montague.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Fitchburg Railroad, on main road to Turner's Falls, . . .	1	1

Number of above crossings at which frogs are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Car left track, throwing man not seated against other side of car; car bruised his knee.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,
GREENFIELD, MASS.

LIABILITIES.										Cr.
Capital stock,	.	.	.	.	.	.	.	.	.	\$100,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	96,000 00
Current liabilities:										
Loans and notes payable,	.	.	.	.	.	.	.	.	.	\$15,000 00
Audited vouchers and accounts,	.	.	.	.	.	.	.	.	.	812 00
TOTAL CURRENT LIABILITIES,										15,812 00
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.	6,535 01
TOTAL,										\$317,847 01
CAPITAL STOCK.										
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$100,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	100,000 00
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.	\$100,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	1,000
Number of stockholders,	.	.	.	.	.	.	.	.	.	66
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	64
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$98,500 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage twenty-year bonds, .	Per Cent. 5	May 1, 1916,	\$96,000 00	\$4,800 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	712,647
Number carried per mile of main railway track operated, .	55,416
Number of round trips run,	6,744
Number of car miles run,	178,476
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	13
Construction, repair and other work cars,	1
Number of cars equipped with heaters (electric),	5
Snow ploughs (electric),	1
Carts and snow sleds,	1
Other highway vehicles: tower wagon,	1
Electric motors,	24
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	13.860 miles.
Length of sidings, switches, etc., . . . . .	.410 "
Total, computed as single track,	13.270 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.710 miles.
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System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Greenfield and Montague.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With Fitchburg Railroad, on main road to Turner's Falls, . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Car left track, throwing man not seated against other side of car; car bruised his knee.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,
GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank E. Lowe, *President*, Greenfield, Mass. Frederick E. Pierce, *Treasurer and Clerk of Corporation*, Greenfield, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. George E. Rogers, *Auditor*, Greenfield, Mass. Harry W. Howe, *Superintendent*, Montague, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank E. Lowe, Greenfield, Mass. Eben A. Hall, Greenfield, Mass. Nahum S. Cutler, Greenfield, Mass. Charles E. Dresser, Leominster, Mass. Alexander S. Paton, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANK E. LOWE,
EBEN A. HALL,
CHAS. E. DRESSER,
N. S. CUTLER,
Directors.
ALBERT T. HALL,
Treasurer, pro tem.
H. W. HOWE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 10, 1898. Then personally appeared the above-named Frank E. Lowe, Eben A. Hall, Charles E. Dresser, N. S. Cutler and H. W. Howe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANA MALONE,
Justice of the Peace.

REPORT

OF THE

HANOVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$18,659 91
Operating expenses,	12,110 77
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,549 14
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$1,330 00
Taxes,	386 60
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	1,716 60
Deficit for the year ending September 30, 1898,	\$167 46
Amount of deficit September 30, 1897,	4,526 98
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$4,694 44
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$18,286 88
Receipts from carriage of mails,	318 63
Receipts from advertising in cars,	54 95
GROSS EARNINGS FROM OPERATION,	\$18,659 91
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,185 50
General office expenses and supplies,	48 52
Legal expenses,	50 00
Insurance,	463 05
Other general expenses : coal, freight, etc.,	231 73
Maintenance of roadway and buildings :	
Repair of roadbed and track,	61 32
Repair of electric line construction,	38 41
Removal of snow and ice,	772 25
Repair of buildings,	3 28
Maintenance of equipment :	
Repair of cars and other vehicles,	206 04
Repair of electric equipment of cars,	145 64

Transportation expenses:		
Cost of electric motive power,		\$3,683 75
Wages and compensation of persons employed in conducting transportation,		3,849 28
Damages for injuries to persons and property,		201 75
Tolls for trackage over other railways,		892 31
Other transportation expenses: oils, waste, wheels, etc.,		277 94
TOTAL OPERATING EXPENSES,		\$12,110 77
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 350 feet),	\$280 77	
New electric line construction (length, 350 feet),	149 81	
Other additions to railway: engineering, etc.,	9 98	
TOTAL ADDITIONS TO RAILWAY,		\$440 56
Additions to equipment: hose, signs, etc.,		70 88
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$10 00	
Addition to buildings necessary for operation of railway,	566 12	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		576 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$1,067 56
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$30,342 83	
Electric line construction, including poles, wiring, feeder lines, etc.,	12,228 15	
Engineering and other expenses incident to construction,	1,484 17	
TOTAL COST OF RAILWAY OWNED,		\$44,058 15
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$7,593 31	
Electric equipment of same,	6,804 76	
Other items of equipment: drill tools, snow plough and tower wagon,	1,408 28	
TOTAL COST OF EQUIPMENT OWNED,		15,801 35
Cost of land and buildings:		
Land necessary for operation of railway,	\$210 00	
Buildings necessary for operation of railway,	3,890 21	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,100 21
TOTAL PERMANENT INVESTMENTS,		\$63,959 71
Cash and current assets: cash,		32 62
Miscellaneous assets: materials and supplies,		409 07
Profit and Loss balance (deficit),		4,694 44
TOTAL,		\$69,095 84

LIABILITIES.		Cr.	
Capital stock,			\$49,400 00
Current liabilities:			
Loans and notes payable,	\$19,000 00		
Audited vouchers and accounts,	844 00		
TOTAL CURRENT LIABILITIES,		19,844 00	
Accrued liabilities: taxes accrued and not yet due,		351 84	
TOTAL,			\$69,095 84

CAPITAL STOCK.			
Capital stock authorized by law,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Capital stock issued and outstanding,		\$49,400 00	
Number of shares issued and outstanding,	494		
Number of stockholders,	119		
Number of stockholders in Massachusetts,	118		
Amount of stock held in Massachusetts,	\$49,800 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	267,906
Number carried per mile of main railway track operated,	41,863
Number of round trips run,	9,440
Number of car miles run,	94,051
Average number of persons employed,	8

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	8
Number of cars equipped with fenders,	4
Number of cars equipped with heaters (electric),	2
Snow ploughs (electric),	1
Other highway vehicles: tower wagon,	1
Electric motors,	14

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 5.055	Miles. 1.423	Miles. 6.477
Length of sidings, switches, etc., . . . . .	.286	-	.286
TOTAL, COMPUTED AS SINGLE TRACK,	5.341	1.423	6.763

System of electric motive power in use by the company: Westinghouse.
Names of the several cities and towns in which the railways operated by the
company are located: Rockland, Hanover and Norwell.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	8	-	-	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	8	-	2	-	8

STATEMENT OF EACH ACCIDENT.

Dec. 17, 1897. — Car in collision with wagon; driver, asleep and intoxicated, slightly injured.

Aug. 18, 1898. — Car in collision with wagon: driver, intoxicated, slightly injured.

August 18. — Woman on car struck by some part of wagon in accident of same date; bone in foot broken.

September 12. — Two cars in collision; one man and one woman slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HANOVER STREET RAILWAY COMPANY,
RIDGE HILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. W. Grose, *President*, Ridge Hill, Mass. Chas. H. Killam, *Vice-President*, Assinippi, Mass. Richard H. Jenness, *Treasurer and Clerk of Corporation*, Boston, Mass. George F. Morse, *Superintendent*, Ridge Hill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. W. Grose, Ridge Hill, Mass. Chas. H. Killam, Assinippi, Mass. Richard H. Jenness, Boston, Mass. Chas. L. Stevens, Rockland, Mass. Fred C. Hinds, Newton, Mass. George Whiting, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES W. GROSE,
RICHARD H. JENNESS,
CHARLES L. STEVENS,
CHAS. H. KILLAM,
GEORGE WHITING,
FRED C. HINDS,
Directors.
RICHARD H. JENNESS,
Treasurer.
GEORGE F. MORSE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 10, 1898. Then personally appeared the above-named Charles W. Grose, Richard H. Jenness, Charles L. Stevens, George Whiting and George F. Morse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. H. KILLAM,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 13, 1898. Then personally appeared the above-named Chas. H. Killam, and made oath that the above certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 17, 1898. Then personally appeared the above-named Fred C. Hinds, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHAS. H. KILLAM,

Justice of the Peace.

REPORT

OF THE

HAVERHILL & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$89,665 16
Operating expenses,	58,389 39
Gross income above operating expenses,	\$31,275 77
Charges upon income accrued during the year:	
Interest on funded debt,	\$26,500 00
Interest and discount on unfunded debts and loans,	1,002 21
Taxes,	1,371 59
Other deductions from income: amusements at Salisbury Beach,	2,007 90
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	30,881 70
Surplus for the year ending September 30, 1898,	\$394 07
Amount of surplus September 30, 1897,	12,594 63
	\$12,988 69
Credits to profit and loss account during the year: interest charged on unsettled account, Newburyport & Amesbury Street Railway Company,	\$1,402 62
Debits to profit and loss account during the year: amount allowed in settlement of account with Travellers Insurance Company,	2,808 48
NET DEBITS,	1,405 86
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$11,582 83
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$88,060 07
Receipts from carriage of mails,	43 45
Receipts from rentals of buildings and other property,	1,161 64
Receipts from advertising in cars,	400 00
GROSS EARNINGS FROM OPERATION,	\$89,665 16

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$2,089 00
General office expenses and supplies,		8,001 88
Insurance,		8,854 96
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,578 61
Repair of electric line construction,		528 23
Removal of snow and ice,		1,960 65
Repair of buildings,		96 99
Maintenance of equipment:		
Repair of cars and other vehicles,		2,623 81
Repair of electric equipment of cars,		8,192 10
Transportation expenses:		
Cost of electric motive power, \$17,261.87; less power sold, \$1,289.08; net,		16,022 84
Provender for horses,		525 14
Wages and compensation of persons employed in conduct- ing transportation,		21,299 75
Damages for injuries to persons and property,		75 00
Tolls for trackage over other railways,		124 84
Other transportation expenses: oil, waste, etc.,		471 09
TOTAL OPERATING EXPENSES,		\$58,889 39
PROPERTY ACCOUNTS.		
Additions to railway:		
New work, State highway, Merrimac, etc.,	\$4,081 05	
New electric line construction,	1,285 38	
TOTAL ADDITIONS TO RAILWAY,		\$5,816 43
Additions to equipment:		
Additional cars (1 in number and 2 trucks),	\$1,850 00	
Electric equipment of same,	14 17	
Other additions to equipment: heaters, reg- isters, etc., for new car,	118 18	
TOTAL ADDITIONS TO EQUIPMENT,		1,482 35
Additions to land and buildings: new buildings necessary for operation of railway,		309 08
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$7,107 86
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.	Dr.	
Cost of railway:		
Roadbed and tracks,	\$149,742 72	
Electric line construction, including poles, wiring, feeder lines, etc.,	45,012 68	
Interest accrued during construction of rail- way,	9,506 88	
Engineering and other expenses incident to construction,	4,597 48	
Other items of railway cost: Black Rocks and Salisbury Beach Street Railway prop- erty,	308,526 81	
TOTAL COST OF RAILWAY OWNED,		\$517,386 59

Cost of equipment:		
Cars and other rolling stock and vehicles, . . .	\$16,695 84	
Electric equipment of same,	56,159 16	
Other items of equipment: snow ploughs, heaters and registers,	14,406 25	
TOTAL COST OF EQUIPMENT OWNED,		\$87,261 25
Cost of land and buildings:		
Land necessary for operation of railway, . . .	\$1,448 68	
Electric power stations, including equipment, . . .	48,777 60	
Other buildings necessary for operation of railway,	9,820 72	
TOTAL COST OF LAND AND BUILDINGS OWNED,		54,547 00
TOTAL PERMANENT INVESTMENTS,		\$659,194 77
Cash and current assets:		
Cash,	\$3,324 19	
Bills and accounts receivable,	15,308 42	
Other cash and current assets:		
Prepaid interest,	305 00	
Prepaid insurance,	708 00	
TOTAL CASH AND CURRENT ASSETS,		19,645 61
Miscellaneous assets: materials and supplies,		6,966 75
TOTAL,		\$685,807 13
LIABILITIES.		Cr.
Capital stock,		\$150,000 00
Funded debt,		490,000 00
Current liabilities: loans and notes payable,		26,599 30
Accrued liabilities: interest accrued and not yet due,		7,625 00
Profit and Loss balance (surplus),		11,582 83
TOTAL,		\$685,807 13
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	19	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$120,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount - Outstanding.	Interest Paid during the Year.
First mortgage gold bonds (\$200,000),	Per Cent.			
First mortgage gold bonds of Black	6	July 1, 1912,	\$179,000 00	\$8,950 00
Rocks & Salisbury Beach Street				
Railway Company (\$111,000), for				
which \$111,000 Haverhill & Ames-				
bury Street Railway Company's				
first mortgage bonds are held in	5	Jan. 1, 1911,	111,000 00	5,550 00
trust to retire or exchange for same,	6	Dec. 1, 1911,	200,000 00	12,000 00
Fifteen-year 6 per cent coupon notes,				
TOTALS,			\$490,000 00	\$28,500 00

VOLUME OF TRAFFIC.

Number of passengers paying revenue carried during the year,	1,408,722
Number carried per mile of main railway track operated, .	54,098
Number of round trips run,	18,361
Number of car miles run,	433,838
Average number of persons employed,	50

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	13	
Open passenger cars equipped for electric power,	23	
Total,		36
Box passenger cars equipped for horse power,	8	
Open passenger cars equipped for horse power,	13	
Total,		16
TOTAL PASSENGER CARS OF ALL KINDS,		52
Construction, repair and other work cars,		2
Number of cars equipped with fenders,		36
Number of cars equipped with heaters (electric),		13
Snow ploughs (electric, 3; horse, 2),		5
Other railway rolling stock: 3 Baldwin locomotives.		
Carts and snow sleds,		6
Other highway vehicles (1 Concord buggy, 1 express wagon),		2
Electric motors,		61
Horses,		5
Harnesses (double, 5; single, 2),		7

RAILWAY OWNED, ETC.

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 25.360	Miles. .680	Miles. 26.040
Length of sidings, switches, etc.,	1.360	.090	1.450
TOTAL, COMPUTED AS SINGLE TRACK,	26.720	.770	27.490

RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Horse Power only.	By Electric Power only.	By Steam Power.	Total Operated.
Length of railway line,	Miles. 2.480	Miles. 20.520	Miles. 3.040	Miles. 26.040
Length of sidings, switches, etc.,	-	1.250	.200	1.450
TOTAL, COMPUTED AS SINGLE TRACK,	2.480	21.770	3.240	27.490

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	8.040 miles.
System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.	
Names of the several cities and towns in which the railway operated by the company is located: Haverhill, Merrimack, Amesbury, Salisbury and Newburyport.	

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, at Salisbury Depot,	2	1
With Boston & Maine Railroad, in Salisbury, Amesbury Branch, . .	1	1
With Boston & Maine Railroad, on main road to Hampton in Salisbury,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	5	3

Number of above crossings at which frogs are inserted in the tracks, . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	3	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	2	-	-	-	2
TOTALS,	-	3	-	3	-	6

STATEMENT OF EACH ACCIDENT.

Oct. 29, 1897. — Man stepped off car while in motion, breaking his arm.

Jan. 24, 1898. — Car left the rail; man standing on rear platform fell off, slightly injuring wrist.

August 14. — Man riding on running-board of car fell off while car was in motion, and strained back.

August 14. — Lady stepped off car while in motion, and fell to the ground; bruised her eye.

August 27. — Car going into end of route at beach, where there was a big crowd standing; a man rushed for the car before it stopped, grabbing hold of

post, and was dragged a few feet and pushed down a woman who was standing in the crowd; woman claimed her back was injured.

September 17. — Man, intoxicated, lying side of track in night, had foot jammed by car running over it.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,
MERRIMAC, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Goss, *President*, Amesbury, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. L. Eugene Lynde, *Superintendent*, Merrimac, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Goss, Amesbury, Mass. Edward P. Shaw, Newburyport, Mass. Willard B. Ferguson, Malden, Mass. James F. Shaw, Newburyport, Mass. Albert E. Pond, West Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES GOSS,
EDWARD P. SHAW,
JAS. F. SHAW,
Directors.
GEO. A. BUTMAN,
Treasurer.
LEANDER E. LYNDE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 4, 1898. Then personally appeared the above-named Chas. Goss, Edward P. Shaw, Jas. F. Shaw and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. H. CUNNINGHAM,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 4, 1898. Then personally appeared Leander E. Lynde, and made oath that the foregoing certificate by him subscribed is true, to his best knowledge and belief.

Before me,

DANIEL J. POORE,
Justice of the Peace.

REPORT

OF THE

HAVERHILL, GEORGETOWN & DANVERS STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$23,993 40
Operating expenses,	18,076 42
GROSS INCOME ABOVE OPERATING EXPENSES,	\$5,916 98
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,850 07
Taxes,	945 95
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,796 02
Surplus for the year ending September 30, 1898,	\$3,120 96
Amount of surplus September 30, 1897,	8,476 35
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$6,597 31
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$23,757 90
Receipts from advertising in cars,	235 50
GROSS EARNINGS FROM OPERATION,	\$23,993 40
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,051 00
General office expenses and supplies,	1,079 60
Insurance,	963 81
Maintenance of roadway and buildings:	
Repair of roadbed and track,	293 80
Repair of electric line construction,	44 81
Removal of snow and ice,	871 63

Maintenance of equipment:		
Repair of cars and other vehicles,		\$128 63
Repair of electric equipment of cars,		172 17
Transportation expenses:		
Cost of electric motive power,		6,164 38
Wages and compensation of persons employed in conducting transportation,		5,706 54
Damages for injuries to persons and property,		7 80
Tolls for trackage over other railways,		467 99
Other transportation expenses: oil, waste, etc.,		129 26
TOTAL OPERATING EXPENSES,		\$18,076 42
<hr/>		
PROPERTY ACCOUNTS.		
Additions to railway:		
Addition to trestle, etc.,	\$855 48	
New electric line construction,	10 00	
TOTAL ADDITIONS TO RAILWAY,		\$865 48
Additions to equipment: tools, etc.,		10 92
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$50 00	
New buildings necessary for operation of railway,	84 90	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		84 90
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$961 30
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$60,707 62	
Electric line construction, including poles, wiring, feeder lines, etc.,	15,127 92	
Engineering and other expenses incident to construction,	5,624 42	
TOTAL COST OF RAILWAY OWNED,		\$81,459 96
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$7,185 69	
Electric equipment of same,	6,153 40	
Other items of equipment: snow ploughs, tools, etc.,	2,293 29	
TOTAL COST OF EQUIPMENT OWNED,		15,632 38
Cost of land and buildings:		
Land necessary for operation of railway,	\$575 00	
Buildings necessary for operation of railway,	4,903 93	
TOTAL COST OF LAND AND BUILDINGS OWNED,		5,478 93
TOTAL PERMANENT INVESTMENTS,		\$102,571 27

Cash and current assets:		
Cash,	\$3,193 05	
Other cash and current assets:		
Prepaid insurance,	700 00	
Prepaid interest,	617 50	
TOTAL CASH AND CURRENT ASSETS,		\$4,510 55
Miscellaneous assets: materials and supplies,		500 00
TOTAL,		\$107,581 82
<hr/>		
LIABILITIES.		Cr.
Capital stock,		\$60,000 00
Current liabilities:		
Loans and notes payable,	\$88,442 00	
Audited vouchers and accounts,	2,542 51	
TOTAL CURRENT LIABILITIES,		40,984 51
Profit and Loss balance (surplus),		6,597 81
TOTAL,		\$107,581 82
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$60,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	477,268
Number carried per mile of main railway track operated,	77,858
Number of round trips run,	11,674
Number of car miles run,	143,160
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	7
Number of cars equipped with fenders,	7
Number of cars equipped with heaters (electric),	3
Snow ploughs (electric),	1
Electric motors,	14

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 5.643	Miles. .487	Miles. 6.130
Length of sidings, switches, etc., . . . . .	.041	-	.041
TOTAL, COMPUTED AS SINGLE TRACK,	5.684	.487	6.171

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Bradford, Groveland and Georgetown.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	1	1	-	1	1
TOTALS,	-	2	1	-	1	2

STATEMENT OF EACH ACCIDENT.

April 30, 1898. — Mrs. Mabel Hinkson: slight contusion on knee, caused by car leaving track, throwing Mrs. Hinkson to the floor.

May 21. — Mrs. Charles Parker: neck slightly lamed; thrown from buggy by reason of horse being frightened by car.

September 23. — Jas. Taylor: was struck by car while lying on the track at night; ribs crushed; died at once.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY CO.,
GEORGETOWN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President*, Plymouth, Mass. Jas. F. Shaw, *Treasurer*, 53 State Street, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass. Benj. F. Bartlett, *Superintendent*, Georgetown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Plymouth, Mass. Frank E. Lowe, Greenfield, Mass.
James F. Shaw, Newburyport, Mass. George A. Butman, Malden, Mass.
Herbert B. Newton, Haverhill, Mass. John F. Hall, Plymouth, Mass.
Arthur D. Veasey, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
H. B. NEWTON,
GEO. A. BUTMAN,
JAS. F. SHAW,

Directors.

JAS. F. SHAW,

Treasurer.

BENJAMIN F. BARTLETT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 5, 1898. Then personally appeared the above-named Charles E. Barnes, Herbert B. Newton and Benjamin F. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 5, A.D. 1898. Then personally appeared the above-named Geo. A. Butman and Jas. F. Shaw, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUY THORP EMERSON,
Justice of the Peace.

REPORT

OF THE

HINGHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$44,667 33
Operating expenses,	32,963 32
GROSS INCOME ABOVE OPERATING EXPENSES,	\$11,704 01
Charges upon income accrued during the year:	
Interest on funded debt,	\$7,583 36
Interest and discount on unfunded debts and loans,	763 20
Taxes,	2,825 00
Other deductions from income:	
Legal expense, old account,	650 00
Settlement of old accident claims,	6,860 40
Bond interest, Hull Street Railway,	1,200 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	19,881 96
Deficit for the year ending September 30, 1898,	\$8,177 95
Amount of deficit September 30, 1897,	6,965 90
	\$15,143 85
Credits to profit and loss account during the year:	
Error in computing bond interest,	\$100 00
Surplus from Nantasket Electric Street Railway,	2,509 03
Surplus from Hull Street Railway,	1,658 03
TOTAL CREDITS,	4,267 05
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$10,876 80
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$44,197 55
Receipts from carriage of mails,	819 78
Receipts from advertising in cars,	150 00
GROSS EARNINGS FROM OPERATION,	\$44,667 33
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,099 97
General office expenses and supplies,	765 80
Insurance,	2,184 65
Other general expenses: printing and advertising,	770 88

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$801 26
Repair of electric line construction,	293 04
Removal of snow and ice,	1,093 43
Repair of buildings,	27 44
Maintenance of equipment:	
Repair of cars and other vehicles,	1,776 52
Repair of electric equipment of cars,	1,299 07
Transportation expenses:	
Cost of electric motive power, \$8,605.18; less power sold, \$2,730.47; net,	5,874 71
Wages and compensation of persons employed in conduct- ing transportation,	12,543 85
Damages for injuries to persons and property,	50 85
Tolls for trackage over other railways,	1,188 23
Other transportation expenses:	
Oils, grease and waste,	168 18
Lamps,	11 40
Other employees,	1,014 55
TOTAL OPERATING EXPENSES,	\$32,963 52

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 900 feet),	\$2,124 42
New electric line construction,	319 88
Other additions to railway:	
Purchase of Hull Street Railway,	24,193 42
Purchase of Nantasket Street Railway,	29,040 31
TOTAL ADDITIONS TO RAILWAY,	\$55,678 03
Additions to equipment:	
Additional cars,	\$968 15
Other additions to equipment: purchase of Hull Street Railway,	9,322 15
TOTAL ADDITIONS TO EQUIPMENT,	10,290 30
Additions to land and buildings:	
New electric power stations, including ma- chinery, etc.,	\$7 50
Purchase of Hull Street Railway,	3,600 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	3,607 50
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$69,575 83

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$211,617 97
Electric line construction, including poles, wiring, feeder lines, etc.,	40,202 93
Engineering and other expenses incident to construction,	4,381 21
TOTAL COST OF RAILWAY OWNED,	\$256,202 11

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$34,207 09	
Electric equipment of same,	28,104 89	
TOTAL COST OF EQUIPMENT OWNED,		\$62,311 98
Cost of land and buildings:		
Land necessary for operation of railway,	\$8,600 00	
Electric power stations, including equipment,	41,081 74	
Other buildings necessary for operation of railway,	8,206 02	
TOTAL COST OF LAND AND BUILDINGS OWNED,		57,887 76
Other permanent property:		
Water works,	\$3,527 15	
Weymouth bridge,	4,617 90	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		8,145 05
TOTAL PERMANENT INVESTMENTS,		\$384,546 90
Cash and current assets:		
Cash,	\$6,174 86	
Bills and accounts receivable,	1,893 06	
TOTAL CASH AND CURRENT ASSETS,		8,067 42
Miscellaneous assets: materials and supplies,		999 22
Profit and Loss balance (deficit),		10,876 80
TOTAL,		\$404,490 34
LIABILITIES.		Cr.
Capital stock,		\$188,000 00
Funded debt,		174,000 00
Current liabilities:		
Loans and notes payable,	\$38,687 10	
Audited vouchers and accounts,	936 56	
Matured interest coupons unpaid (including coupons due October 1),	2,866 68	
TOTAL CURRENT LIABILITIES,		42,490 34
TOTAL,		\$404,490 34
CAPITAL STOCK.		
Capital stock authorized by law,	\$188,000 00	
Capital stock authorized by votes of company,	188,000 00	
Capital stock issued and outstanding,		\$188,000 00
Number of shares issued and outstanding,	1,880	
Number of stockholders,	65	
Number of stockholders in Massachusetts,	56	
Amount of stock held in Massachusetts,	\$36,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, Hingham Street Railway,	5	June 1, 1916,	\$154,000 00	\$7,583 36
First mortgage bonds, Hull Street Railway,	6	July 1, 1911,	20,000 00	600 00
TOTALS, . . . . .	. .	. . . .	\$174,000 00	\$8,183 36

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	907,048
Number carried per mile of main railway track operated, .	46,801
Number of round trips run,	40,349
Number of car miles run,	291,842
Average number of persons employed,	35

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5	
Open passenger cars equipped for electric power,	22	
Total,		27
Box passenger cars equipped for horse power,	2	
Open passenger cars equipped for horse power,	1	
Total,		3
TOTAL PASSENGER CARS OF ALL KINDS,		30
Construction, repair and other work cars,		1
Number of all above cars with 8 wheels,		3
Number of cars equipped with fenders,		27
Number of cars equipped with heaters (electric),		5
Snow ploughs (electric, 2; horse, 1),		3
Other highway vehicles: (1 tower wagon, 2 dump carts),		3
Electric motors,		56
Other items of equipment: extra truck,		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	17.432	.796	1.184	19.412
Length of sidings, switches, etc.,	1.827	-	-	1.827
TOTAL, COMPUTED AS SINGLE TRACK,	18.759	.796	1.184	20.739

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.216 miles.
System of electric motive power in use by the company: General Electric Company.	
Names of the several cities and towns in which the railways operated by the company are located: Hingham, East Weymouth, North Weymouth and Hull.	

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Hingham, .	2	1
With New York, New Haven & Hartford Railroad, at Weir River, .	2	1
With New York, New Haven & Hartford Railroad, at Wade's Crossing,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	4	-	5
Employees,	-	-	-	-	-	-
Other persons,	-	3	-	1	-	4
TOTALS,	-	4	-	5	-	9

STATEMENT OF EACH ACCIDENT.

Feb. 24, 1898. — Woman stepped in hole washed out at side of track; claims to have been hurt.

May 12. — Man jumped from moving car and fell.

May 22. — Horse became frightened by car, tipped wagon over and injured woman riding in wagon.

June 26. — Car collided with buggy; man thrown from buggy and slightly cut.

July 4. — Man stepped from moving car and fell.

July 4. — Woman stepped from moving car and fell.

July 17. — Collision between car and intoxicated man on bicycle; man slightly bruised.

July 31. — Car derailed; woman thrown out and slightly bruised.

September 3. — Horse attached to buggy came in contact with broken electric light wire, which was hanging over trolley wire; occupants of buggy jumped, and one woman sprained her ankle.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HINGHAM STREET RAILWAY COMPANY,
HINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, Boston, Mass. Wm. A. Tucker, *Treasurer*, Boston, Mass. Walter B. Foster, *Clerk of Corporation*, Hingham, Mass. Arthur H. Brooks, *General Counsel*, Boston, Mass. Augustus Nickerson, *Auditor*, Boston, Mass. G. F. Wells, *Superintendent*, Hingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. Reed Anthony, Boston, Mass. Wm. A. Tucker, Boston, Mass. Walter B. Foster, Hingham, Mass. Bradford B. Wilder, Hingham, Mass. Arthur H. Brooks, Boston, Mass. David Pepper, Jr., Philadelphia, Pa. Albert L. Register, Philadelphia, Pa.

We hereby certify that the statements contained in the foregoing report are full, just and true.

S. REED ANTHONY,
WM. A. TUCKER,
ARTHUR H. BROOKS,
DAVID PEPPER, JR.,
ALBERT L. REGISTER,
Directors.
WM. A. TUCKER,
Treasurer.
GARDNER F. WELLS,
Superintendent.

STATE OF PENNSYLVANIA.

COUNTY OF PHILADELPHIA, ss. OCT. 26, 1898. Then personally appeared the above-named David Pepper, Jr., and Albert L. Register, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH W. SHANNON,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 2, 1898. Then personally appeared the above-named S. Reed Anthony, Wm. A. Tucker, Arthur H. Brooks and Gardner F. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L P. SNOW,
Justice of the Peace.

REPORT

OF THE

HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$229,097 50
Operating expenses,	154,511 51
GROSS INCOME ABOVE OPERATING EXPENSES,	\$74,585 99
Charges upon income accrued during the year:	
Interest on funded debt,	\$12,500 00
Interest and discount on unfunded debts and loans,	7,087 14
Taxes,	7,858 18
Rentals of leased railways: Mt. Tom Railroad,	6,000 00
Other deductions from income:	
Park expenses,	\$1,686 41
Mt. Tom Railroad, advertising and general expenses,	8,817 48
	5,506 84
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	88,944 16
NET DIVISIBLE INCOME,	\$35,641 83
Dividends declared (8 per cent on \$400,000),	32,000 00
Surplus for the year ending September 30, 1898,	\$3,641 83
Amount of surplus September 30, 1897,	36,608 58
Credits to profit and loss account during the year:	
Stock premiums,	\$25,000 00
Payment balance of subsidy,	15 00
	25,015 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$65,260 41
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$227,165 00
Receipts from rentals of buildings and other property,	570 50
Receipts from advertising in cars,	420 00
Receipts from interest on deposits,	580 00
Other earnings from operation: sprinkling-car mileage,	362 00
GROSS EARNINGS FROM OPERATION,	\$229,097 50

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$7,825 00
General office expenses and supplies,		923 27
Legal expenses,		300 00
Insurance,		1,561 97
Other general expenses,		1,084 84
Maintenance of roadway and buildings:		
Repair of roadbed and track,		17,406 36
Repair of electric line construction,		2,070 55
Removal of snow and ice,		5,641 89
Repair of buildings,		489 36
Maintenance of equipment:		
Repair of cars and other vehicles,		12,248 94
Repair of electric equipment of cars,		5,685 80
Transportation expenses:		
Cost of electric motive power,		17,868 62
Wages and compensation of persons employed in conducting transportation,		71,372 81
Damages for injuries to persons and property,		7,414 99
Other transportation expenses,		2,722 20
TOTAL OPERATING EXPENSES,		\$154,511 51
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 18,990 feet),	\$27,269 20	
New electric line construction (length, 18,990 feet),	6,685 77	
TOTAL ADDITIONS TO RAILWAY,		\$33,954 97
Additions to equipment:		
Additional cars (5 box, 2 open),	\$9,650 05	
Electric equipment of same,	7,505 80	
TOTAL ADDITIONS TO EQUIPMENT,		17,155 85
Additions to land and buildings: additional equipment of power stations,		572 68
Additions to other permanent property: Mountain Park,		4,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$55,683 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$416,246 02	
Electric line construction, including poles, wiring, feeder lines, etc.,	70,224 47	
TOTAL COST OF RAILWAY OWNED,		\$486,470 49
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$160,726 68	
Other items of equipment,	8,508 75	
TOTAL COST OF EQUIPMENT OWNED,		164,230 43

Cost of land and buildings :		
Land necessary for operation of railway,	\$32,510 00	
Electric power stations, including equipment,	126,421 97	
Other buildings necessary for operation of railway,	45,186 48	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$204,118 45
Other permanent property :		
Grover Street tenement block,	\$5,000 00	
Mountain Park property,	29,000 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		34,000 00
TOTAL PERMANENT INVESTMENTS,		\$888,819 87
Cash and current assets :		
Cash,	\$11,664 62	
Bills and accounts receivable,	2,279 00	
TOTAL CASH AND CURRENT ASSETS,		13,943 62
Miscellaneous assets: materials and supplies,		5,510 86
TOTAL,		\$908,278 85
<hr/>		
LIABILITIES.		CR.
Capital stock,		\$500,000 00
Funded debt,		250,000 00
Current liabilities :		
Loans and notes payable,	\$78,900 00	
Audited vouchers and accounts,	8,118 44	
Rentals due and unpaid (including rentals due October 1),	6,000 00	
TOTAL CURRENT LIABILITIES,		93,018 44
Profit and Loss balance (surplus),		65,260 41
TOTAL,		\$908,278 85
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	500,000 00	
Capital stock issued and outstanding,		\$500,000 00
Number of shares issued and outstanding,	5,000	
Number of stockholders,	151	
Number of stockholders in Massachusetts,	142	
Amount of stock held in Massachusetts,	\$471,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds (\$1,000 each),	Per Cent.			
Plain bonds (\$500 each),	5	April 1, 1915,	\$200,000 00	\$10,000 00
	5	April 1, 1915,	50,000 00	2,500 00
TOTALS,			\$250,000 00	\$12,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,233,900
Number carried per mile of main railway track operated,	188,586
Number of round trips run,	125,830
Number of car miles run,	1,107,963
Average number of persons employed,	203

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	33
Open passenger cars equipped for electric power,	51
TOTAL PASSENGER CARS OF ALL KINDS,	84
Construction, repair and other work cars,	5
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	86
Number of cars equipped with heaters (electric),	38
Snow ploughs (electric),	7
Other railway rolling stock (sweeper for tracks, made by Poland & Groth),	1
Carts and snow sleds,	2
Other highway vehicles (1 tower wagon, 2 wagons, 1 sleigh),	4
Electric motors,	139
Horses,	4
Harnesses (double, 2; single, 2),	4
Other items of equipment: repair shop and tools, stock of repair articles.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Total Owned, etc.
Length of railway line,	Miles. 24.242	Miles. .900	Miles. 25.142
Length of second main track,	5.420	-	5.420
TOTAL LENGTH OF MAIN TRACK,	29.662	.900	30.562
Length of sidings, switches, etc.,	2.600	.100	2.700
TOTAL, COMPUTED AS SINGLE TRACK,	32.262	1.000	33.262

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, Mountain Park and Fairview line,	1.600 miles.
Length of second track, . . . . .	.928 "
Total length of main track,	2.528 "

System of electric motive power in use by the company: overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Holyoke, Chicopee, Northampton and South Hadley.

GRADE CROSSINGS WITH RAILROADS.

CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (4 in number), viz.:		
With New York, New Haven & Hartford Railroad Company, on Dwight Street, near Front Street (two tracks cross two tracks),	2	2
With Boston & Maine Railroad, on Main Street (one track crosses two tracks),	1	2
With Boston & Maine Railroad, Cabot Street (one track crosses three tracks),	3	1
With Boston & Maine Railroad, Cabot Street, near Race Street (one track crosses one track),	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	7	6

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	10	-	10	-	20
Employees,	-	-	-	-	-	-
Other persons,	-	2	-	13	-	15
TOTALS,	-	12	-	23	-	35

STATEMENT OF EACH ACCIDENT.

Oct. 15, 1897. — Woman jumped from moving car.
 October 20. — Man jumped from moving car.
 November 24. — Horse frightened by snow plough; driver slightly injured.
 November 30. — Man jumped from car.
 December 2. — Trolley stand came off car, slightly injuring two men.
 December 3. — Man jumped from moving car.
 December 11. — Car struck man on track.
 Jan. 4, 1898. — Woman slightly injured in boarding car.
 February 12. — Car struck man crossing tracks.
 February 16. — Man fell from step of car.
 February 16. — Horse frightened at snow plough; driver thrown and injured.
 February 19. — Collision with team; driver slightly injured.
 February 24. — Boy jumped from team and fell in front of car.
 February 26. — Collision with team; two men injured.
 February 27. — Sleigh overturned and one passenger had leg broken; accident said to have been caused by bank of snow left by company.
 March 9. — Boy struck by car while trying to cross street.
 March 27. — Man fell in trying to board car.
 April 20. — Boy, running alongside of car, with hand on side of car, fell, and left arm cut off.

- April 21.* — Collision with team; driver injured.
May 12. — Car reversed quickly; two men thrown down and slightly injured.
May 14. — Woman fell while boarding car.
May 20. — Collision with team; driver somewhat injured.
May 22. — Woman fell from moving car.
May 30. — Woman fell from moving car at a curve.
June 3. — Car left track; man and woman considerably bruised.
June 4. — Collision with team; driver injured.
June 19. — Collision of two cars; woman thrown to floor of car.
July 3. — Man jumped from moving car.
July 30. — Car left track; man slightly injured.
August 18. — Collision of two cars; woman slightly injured.
September 24. — Car left track; man injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE STREET RAILWAY COMPANY,
 HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President*, Holyoke, Mass. William R. Hill, *Treasurer*,
Clerk of Corporation and General Manager, Holyoke, Mass. Geo. H. Hunter,
Superintendent, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. R. B. Johnson, Holyoke, Mass. John
 G. Mackintosh, Holyoke, Mass. Jerry F. Sullivan, Holyoke, Mass. John
 Olmsted, Springfield, Mass. Austin Ely Smith, Springfield, Mass. Newrie
 D. Winter, Springfield, Mass. Frederick Harris, Springfield, Mass. William
 R. Hill, South Hadley Falls, Mass.

We hereby certify that the statements contained in the foregoing report are
 full, just and true.

WILLIAM S. LOOMIS,
 JOHN OLMSTED,
 FREDERICK HARRIS,
 R. B. JOHNSON,
 J. G. MACKINTOSH,
 NEWRIE D. WINTER,
Directors.
 WILLIAM R. HILL,
Treasurer.
 GEO. H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 25, 1898. Then personally appeared the above-named Wm. S. Loomis, John Olmsted, Frederick Harris, R. B. Johnson, J. G. Mackintosh, N. D. Winter and Geo. H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 29, 1898. Then personally appeared the above-named William R. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WM. HAMILTON,

Justice of the Peace.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$76,659 50
Operating expenses,	54,697 37
NET EARNINGS FROM OPERATION,	\$21,962 13
Miscellaneous income:	
Returns from park,	\$1,994 58
Old material (scrap),	587 79
TOTAL MISCELLANEOUS INCOME,	2,582 37
GROSS INCOME ABOVE OPERATING EXPENSES,	\$24,544 50
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,000 00
Interest and discount on unfunded debts and loans,	1,882 09
Taxes,	928 11
Other deductions from income: park expenses,	3,532 09
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,342 29
NET DIVISIBLE INCOME,	\$13,202 21
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1898,	\$7,202 21
Amount of surplus September 30, 1897,	30,777 57
	\$37,979 78
Credits to profit and loss account during the year: premium on bonds,	\$1,330 00
Debits to profit and loss account during the year:	
Depreciation on power house equipment,	\$7,500 00
Depreciation on cars,	5,000 00
Depreciation on electric equipment,	5,000 00
	17,500 00
NET AMOUNT DEBITED TO PROFIT AND LOSS,	16,170 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$21,809 78

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$75,214 90
Receipts from carriage of express and parcels,	71 20
Receipts from advertising in cars,	88 00
Other earnings from operation:	
Miscellaneous,	252 40
Special cars, etc.,	1,088 00
GROSS EARNINGS FROM OPERATION,	\$76,659 50
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$8,001 67
General office expenses and supplies,	1,440 28
Legal expenses,	775 10
Insurance,	2,648 94
Maintenance of roadway and buildings:	
Repair of roadbed and track,	9,788 26
Repair of electric line construction,	129 80
Removal of snow and ice,	2,755 48
Repair of buildings,	642 70
Maintenance of equipment:	
Repair of cars and other vehicles,	2,170 88
Repair of electric equipment of cars,	2,879 78
Transportation expenses:	
Cost of electric motive power,	9,680 51
Wages and compensation of persons employed in conducting transportation,	17,786 21
Damages for injuries to persons and property,	186 40
Other transportation expenses: lights, advertising and incidentals,	1,411 41
TOTAL OPERATING EXPENSES,	\$54,697 87
PROPERTY ACCOUNTS.	
Additions to railway:	
Bridge and special work for new barn,	\$4,834 50
New electric line construction (length, 16,000 feet feeder wire),	2,144 97
TOTAL ADDITIONS TO RAILWAY,	\$6,979 47
Additions to equipment:	
Additional cars (4 in number),	\$8,162 00
Electric equipment of same,	726 90
Other additions to equipment: set trucks,	185 00
TOTAL ADDITIONS TO EQUIPMENT,	4,078 90
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$381 50
New electric power stations, including machinery, etc.,	15,155 01
Additional equipment of power stations,	374 48
Other new buildings necessary for operation of railway,	1,606 68
TOTAL ADDITIONS TO LAND AND BUILDINGS,	17,517 62
Additions to other permanent property: park pavilion,	1,145 79
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$29,716 78

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Depreciation from power house equipment, .	\$7,500 00	
Depreciation from cars and rolling stock, .	5,000 00	
Depreciation from electric equipment of cars, .	5,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .		\$17,500 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, .		\$12,216 78
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$157,031 71	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,536 60	
TOTAL COST OF RAILWAY OWNED,		\$175,568 31
Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$16,415 58	
Electric equipment of same,	18,764 98	
Other items of equipment: tools, etc., . .	7,849 16	
TOTAL COST OF EQUIPMENT OWNED,		43,029 72
Cost of land and buildings:		
Land necessary for operation of railway, .	\$5,432 17	
Electric power stations, including equipment, .	20,474 82	
Other buildings necessary for operation of railway,	5,256 68	
TOTAL COST OF LAND AND BUILDINGS OWNED,		31,163 67
Other permanent property: park,		4,612 29
TOTAL PERMANENT INVESTMENTS,		\$254,373 99
Cash and current assets:		
Cash,	\$1,166 84	
Bills and accounts receivable,	600 00	
TOTAL CASH AND CURRENT ASSETS,		1,766 84
TOTAL,		\$256,140 83
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Funded debt,		100,000 00
Current liabilities: loans and notes payable,		34,331 05
Profit and Loss balance (surplus),		21,809 78
TOTAL,		\$256,140 83
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$90,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	July 1, 1917,	\$100,000 00	\$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,536,505
Number carried per mile of main railway track operated, .	118,188
Number of round trips run,	29,148
Number of car miles run,	349,752
Average number of persons employed,	86

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	10	
Open passenger cars equipped for electric power,	18	
Total,		28
Open passenger cars equipped for trallers,		2
TOTAL PASSENGER CARS OF ALL KINDS,		25
Freight cars,		1
Construction, repair and other work cars,		1
Number of cars equipped with fenders,		28
Number of cars equipped with heaters (electric),		10
Snow ploughs (electric),		2
Other highway vehicles (tower wagon),		1
Electric motors,		28
Harnesses (single),		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.006 miles.
Length of sidings, switches, etc., . . . . .	.421 "
Total, computed as single track,	18.427 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.160 miles.
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System of electric motive power in use by the company: overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: North Adams, Adams and Williamstown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Fitchburg Railroad, State Street, North Adams, . . .	2	1
With Fitchburg Railroad, Braytonville, North Adams, . . .	2	1
With Fitchburg Railroad, Depot Street, Williamstown, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . .	6	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	2	-	2
Other persons,	-	4	1	2	1	6
TOTALS,	-	4	1	5	1	9

STATEMENT OF EACH ACCIDENT.

Nov. 1, 1897. — Man driving on track, car collided with wagon; man thrown out and slightly bruised.

November 1. — Intoxicated man struck by car; injured internally; died three weeks later.

April 4, 1898. — Man's horse shied, throwing him out; man's head bruised, but not seriously.

April 14. — Horse shied, throwing out man and woman; woman's leg broken and man's ankle sprained.

July 16. — Man and wife thrown from carriage, horse being frightened; woman sustained slight injuries.

July 22. — Man riding wheel ran into car; slight injuries.

August 8. — Employee had finger tip cut off.

August 10. — Employee shocked by current; slight injuries.

August 19. — Man stepped from running-board of moving car; slight injuries.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,

90 MAIN STREET, NORTH ADAMS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clinton Q. Richmond, *President and Treasurer*, North Adams, Mass. William W. Richmond, *Vice-President*, North Adams, Mass. S. Proctor Thayer, *Clerk of Corporation*, North Adams, Mass. William T. Nary, *Superintendent*, North Adams, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clinton Q. Richmond, North Adams, Mass. William W. Richmond, North Adams, Mass. Oscar A. Archer, North Adams, Mass. Marcus T. Reynolds, North Adams, Mass. S. Proctor Thayer, North Adams, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CLINTON Q. RICHMOND,
MARCUS T. REYNOLDS,
WILLIAM W. RICHMOND,
Directors.
CLINTON Q. RICHMOND,
Treasurer.
W. T. NARY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Nov. 1, 1898. Then personally appeared the above-named Clinton Q. Richmond, Marcus T. Reynolds, William W. Richmond and William T. Nary, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. P. LAWRENCE,
Justice of the Peace.

REPORT
OF THE
HULL STREET RAILWAY COMPANY
FOR THE YEAR ENDING MARCH 1, 1898.

[Consolidated with the Hingham March 1, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation from October 1 to 19, 1897, .	\$45 70
Operating expenses from October 1 to 19, 1897,	47 40
NET DEFICIT FROM OPERATION,	\$1 70
Charges upon income accrued during the year:	
Interest on funded debt to March 1, 1898,	\$500 00
Taxes to March 1, 1898,	125 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	625 00
Deficit for the year ending March 1, 1898,	\$626 70
Amount of surplus September 30, 1897,	1,658 03
TOTAL SURPLUS MARCH 1, 1898,	\$1,031 33
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$45 70
GROSS EARNINGS FROM OPERATION,	\$45 70
EXPENSES OF OPERATION.	
General expenses: general office expenses and supplies, . . .	\$20 00
Transportation expenses: wages and compensation of persons employed in conducting transportation,	27 40
TOTAL OPERATING EXPENSES,	\$47 40
GENERAL BALANCE SHEET MARCH 1, 1898.	
ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$20,850 78
Electric line construction, including poles, wiring, feeder lines, etc.,	4,222 85
Engineering and other expenses incident to construction,	1,619 84
TOTAL COST OF RAILWAY OWNED,	\$26,693 42

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,598 52	
Electric equipment of same,	5,728 63	
TOTAL COST OF EQUIPMENT OWNED,		\$10,322 15
Cost of land and buildings: land necessary for operation of railway,		4,100 00
TOTAL PERMANENT INVESTMENTS,		\$41,115 57
Cash and current assets:		
Cash,	\$109 78	
Bills and accounts receivable,	6 08	
TOTAL CASH AND CURRENT ASSETS,		115 76
TOTAL,		\$41,231 33
<hr/>		
LIABILITIES.		Cr.
Capital stock,		\$20,000 00
Funded debt,		20,000 00
Current liabilities: matured interest coupons unpaid (including coupons due October 1),		200 00
Profit and Loss balance (surplus),		1,031 33
TOTAL,		\$41,231 33
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		\$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	\$200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	July 1, 1911,	\$20,000 00	\$600 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	918
Number carried per mile of main railway track operated,	416
Number of round trips run,	84
Number of car miles run,	298
Average number of persons employed,	2

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Box passenger cars equipped for horse power,	1
Open passenger cars equipped for horse power,	4
Total,	5
TOTAL PASSENGER CARS OF ALL KINDS,	7
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	4
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	1.733	—	1.733
Length of second main track,	—	.474	.474
TOTAL LENGTH OF MAIN TRACK,	1.733	.474	2.207
Length of sidings, switches, etc., . . . .	.094	.090	.184
TOTAL, COMPUTED AS SINGLE TRACK, . . .	1.827	.564	2.391

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Nantasket and Hull.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HULL STREET RAILWAY COMPANY,
HINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, Philadelphia, Pa. Wm. A. Tucker, *Treasurer*, Boston, Mass. A. L. Register, *Clerk of Corporation*, Philadelphia, Pa. Arthur H. Brooks, *General Counsel*, Boston, Mass. G. F. Wells, *Superintendent*, Hingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., Philadelphia, Pa. A. L. Register, Philadelphia, Pa. William Warr, Philadelphia, Pa. Wm. A. Tucker, Boston, Mass. E. P. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID PEPPER, JR.,
WM. A. TUCKER,
E. P. SHAW,
ALBERT L. REGISTER,
Directors.
WM. A. TUCKER,
Treasurer.
GARDNER F. WELLS,
Superintendent.

STATE OF PENNSYLVANIA.

COUNTY OF PHILADELPHIA, ss. OCT. 26, 1898. Then personally appeared the above-named David Pepper, Jr., and Albert L. Register, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOSEPH W. SHANNON,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY, ss. BOSTON, Nov. 2, 1898. Then personally appeared the above-named Wm. A. Tucker, E. P. Shaw and Gardner F. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, DAN'L P. SNOW,
Justice of the Peace.

REPORT

OF THE

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$185,894 33
Operating expenses,	92,582 99
NET EARNINGS FROM OPERATION,	\$42,811 34
Miscellaneous income: old material sold,	169 15
GROSS INCOME ABOVE OPERATING EXPENSES,	\$42,980 49
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,000 00
Interest and discount on unfunded debts and loans,	3,780 00
Taxes,	1,456 98
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,236 98
NET DIVISIBLE INCOME,	\$31,743 51
Dividends declared (6 per cent),	22,800 00
Surplus for the year ending September 30, 1898,	\$8,943 51
Amount of surplus September 30, 1897,	38,004 28
	\$46,947 79
Credits to profit and loss account during the year: legal and other expense funds,	\$4,148 47
Debits to profit and loss account during the year:	
Charged off Interstate Advertising Company,	\$246 38
Charged off accrued accident insurance fund,	3,375 00
TOTAL DEBITS,	3,621 38
NET AMOUNT CREDITED TO PROFIT AND LOSS,	527 09
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$47,474 88*

* This Surplus of \$47,474.88, as returned by the company, is changed to a deficit of \$103,309.57, by the rejection in 1897 by the Board, from "Additions to railway" and from "Cost of railway," of an item of \$150,784.75, returned in 1897 by the company as "Purchase of railway in 1896, balance due." See foot-note on following page.—RAILROAD COMMISSIONERS.

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$134,714 82
Receipts from rentals of buildings and other property,	180 00
Receipts from advertising in cars,	500 01
GROSS EARNINGS FROM OPERATION,	\$135,394 83
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,004 00
General office expenses and supplies,	422 37
Legal expenses,	2,058 50
Insurance,	7,149 85
Other general expenses: miscellaneous,	1,571 84
Maintenance of roadway and buildings:	
Repair of roadbed and track,	7,825 81
Repair of electric line construction,	2,882 62
Removal of snow and ice,	2,085 70
Repair of buildings,	97 68
Maintenance of equipment:	
Repair of cars and other vehicles,	4,177 59
Repair of electric equipment of cars,	4,846 88
Transportation expenses:	
Cost of electric motive power,	19,947 97
Wages and compensation of persons employed in conducting transportation,	34,935 88
Damages for injuries to persons and property,	97 00
Rentals of buildings and other property,	585 00
Other transportation expenses:	
Car house expenses and supplies,	791 08
Miscellaneous expenses,	1,103 27
TOTAL OPERATING EXPENSES,	\$92,582 99
PROPERTY ACCOUNT.	
Additions to railway:	
Extension of tracks (length, 508 feet),	\$464 94
New electric line construction (length, 508 feet),	4 75
TOTAL ADDITIONS TO RAILWAY,	\$469 69
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sold	
"F. 30" motors,	500 00
NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR,	\$30 31
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$238,848 84*
Electric line construction, including poles, wiring, feeder lines, etc.,	66,722 59*
Interest accrued during construction of railway,	2,500 00
TOTAL COST OF RAILWAY OWNED,	\$308,070 93

* Omitting, for reasons stated in the last report of the Board, \$100,784.75 from "Roadbed and tracks" and \$50,000 from "Electric line construction, etc.," together making \$150,784.75, returned in 1897 as "Purchase of railway in 1895, balance due;" and the "Profit and Loss balance" on following page is changed accordingly. — RAILROAD COMMISSIONERS.

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$60,239 06	
Electric equipment of same,	53,256 04	
Horses,	160 00	
Other items of equipment,	565 36	
TOTAL COST OF EQUIPMENT OWNED,		\$114,220 46
Cost of land and buildings:		
Land necessary for operation of railway,	\$4,085 16	
Buildings necessary for operation of railway,	52 464 21	
TOTAL COST OF LAND AND BUILDINGS OWNED,		36,549 37
TOTAL PERMANENT INVESTMENTS,		\$458,840 76
Cash and current assets:		
Cash,	\$8,087 81	
Bills and accounts receivable,	15,066 63	
Sinking and other special funds,	564 10	
TOTAL CASH AND CURRENT ASSETS,		23,718 53
Miscellaneous assets: unexpired insurance,		218 41
Profit and Loss balance (deficit),*		108,309 87
TOTAL,		\$586,087 57
LIABILITIES.		CR.
Capital stock,		\$380,000 00
Funded debt,		150,000 00
Current liabilities:		
Loans and notes payable,	\$50,000 00	
Audited vouchers and accounts,	2,110 53	
Salaries and wages,	708 21	
TOTAL CURRENT LIABILITIES,		52,818 74
Sinking and other special funds:		
Accident insurance fund,	\$3,667 74	
Interest fund,	601 09	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		3,268 83
TOTAL,		\$586,087 57
CAPITAL STOCK.		
Capital stock authorized by law,	\$380,000 00	
Capital stock authorized by votes of company,	380,000 00	
Capital stock issued and outstanding,		\$380,000 00
Number of shares issued and outstanding,	3,800	
Number of stockholders,	21	
Number of stockholders in Massachusetts,	18	
Amount of stock held in Massachusetts,	\$156,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes, issued April 28, 1907,	Per Cent. 4	April 28, 1907,	\$150,000 00	\$6,000 00

* See foot-note on preceding page.

SINKING AND OTHER SPECIAL FUNDS.

Amount, debit, September 30, 1897, of accident insurance fund,	\$3,600 00
Amount, debit, September 30, 1897, of interest fund,	548 47
TOTAL, DEBIT, SEPTEMBER 30, 1897,	\$4,148 47
Additions during the year to accident insurance fund,	\$9,550 00
Additions during the year to legal expense fund,	2,002 00
Additions during the year to interest fund,	9,780 00
	21,332 00
TOTAL, INCLUDING ADDITIONS,	\$17,183 58
Deductions during the year from accident insurance fund,	\$3,282 26
Deductions during the year from legal expense fund,	2,566 10
Deductions during the year from interest fund,	8,680 44
	14,478 80
TOTAL NET SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$2,704 78

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,589,797
Number carried per mile of main railway track operated,	115,518
Number of round trips run,	46,409
Number of car miles run,	660,806
Average number of persons employed,	77

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	26
Open passenger cars equipped for electric power,	29
TOTAL PASSENGER CARS OF ALL KINDS,	55
Number of cars equipped with fenders,	44
Number of cars equipped with heaters (electric),	17
Snow ploughs (electric),	5
Electric motors,	78
Horses,	2
Harnesses (double, 2; single, 2),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	23.420 miles.
Length of sidings, switches, etc.,	2.320 "
Total, computed as single track,	24.740 "

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

Length of railway line,	4.750 miles.
Length of sidings, switches, etc., . . . . .	.225 "
Total, computed as single track,	4.975 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the company are located: Pawtucket, R. I., Seekonk, Attleborough, North Attleborough and Wrentham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at North Main Street, Attleborough,	1	1
With New York, New Haven & Hartford Railroad, at Commonwealth Avenue, North Attleborough,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	8	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	10	-	10

STATEMENT OF EACH ACCIDENT.

Oct. 28, 1897. — Festus Rousseau, passenger, stepped from moving car; face slightly bruised.

October 28. — Frank Quinn, passenger (intoxicated), stepped from moving car; head slightly cut.

Feb. 7, 1898. — W. L. Whitman, driving on track, was run into and thrown out of wagon; ribs slightly injured.

March 18. — John McLoughlin, passenger (intoxicated), fell off car; face slightly bruised.

March 17. — Frank Corrigan, passenger (intoxicated), put off car; fell and broke his leg.

June 18. — James McGerry, passenger, stepped from moving car; slight cut over eye.

July 9. — J. Robert Shultz, passenger, jumped from moving car; head and hands bruised.

July 28. — James Callahan (intoxicated), lying side of track, run over and leg cut off.

August 28. — Michael Riley, passenger, stepped from moving car; bruised face and nose.

September 17. — Carl Clarkson, passenger, jumped from moving car; foot injured; died September 24 of lockjaw.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,
NORTH ATTLEBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Edward R. Price, *Treasurer and Clerk of Corporation*, North Attleborough, Mass. Everard Holmes, *Auditor*, North Attleborough, Mass. George R. Cook, *Superintendent*, Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. Lyman B. Goff, Pawtucket, R. I. Henry F. Barrows, North Attleborough, Mass. Edward R. Price, North Attleborough, Mass. Clarence L. Watson, Attleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,
H. F. BARROWS,
CLARENCE L. WATSON,
EDWARD R. PRICE,
Directors.
EDWARD R. PRICE,
Treasurer.
GEORGE R. COOK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRIISTOL, ss. OCT. 29, A.D. 1898. Then personally appeared the above-named Marsden J. Perry, Henry F. Barrows, Clarence L. Watson, Edward R. Price and George R. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. H. POND,
Justice of the Peace.

REPORT

OF THE

LEOMINSTER & CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$43,625 80
Operating expenses,	25,588 47
GROSS INCOME ABOVE OPERATING EXPENSES,	\$18,237 33
Charges upon income accrued during the year:	
Interest on funded debt,	\$10,300 00
Interest and discount on unfunded debts and loans,	1,608 04
Taxes,	1,253 82
Payments to sinking and other special funds:	
bond redemption,	2,000 00
Other deductions from income: amusements,	8,358 24
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	18,420 10
Deficit for the year ending September 30, 1898,	\$182 77
Amount of deficit September 30, 1897,	1,315 70
Debits to profit and loss account during the year: commission allowed for the sale of bonds,	9,250 00
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$10,748 47
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$43,165 80
Receipts from rentals of buildings and other property,	410 50
Receipts from advertising in cars,	50 00
GROSS EARNINGS FROM OPERATION,	\$43,625 80
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,228 56
General office expenses and supplies,	1,217 09
Insurance,	1,558 48

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$1,558 94
Repair of electric line construction,	175 78
Removal of snow and ice,	822 07
Repair of buildings, including power station and dam, . .	879 51
Maintenance of equipment:	
Repair of cars and other vehicles,	1,698 58
Repair of electric equipment of cars,	1,680 55
Transportation expenses:	
Cost of electric motive power,	2,158 52
Wages and compensation of persons employed in conducting transportation,	10,180 42
Damages for injuries to persons and property,	437 99
Other transportation expenses: oil, waste, car lamps, etc.,	847 08
TOTAL OPERATING EXPENSES,	\$25,388 47

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 60 feet),	\$189 02
New electric line construction (length, 60 feet),	76 85
Other additions to railway: additional engineering expenses,	1,572 25
TOTAL ADDITIONS TO RAILWAY,	\$1,838 12
Additions to equipment: heating arrangement, etc., for car house,	491 21
Additions to land and buildings:	
Additional equipment of power stations,	\$1,722 78
New buildings necessary for operation of railway, with land,	500 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	2,222 78
Additions to other permanent property: additions to park property, chargeable suspense account on park,	489 19
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$5,041 25

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$188,878 42	
Electric line construction, including poles, wiring, feeder lines, etc.,	31,614 88	
Engineering and other expenses incident to construction,	9,221 88	
TOTAL COST OF RAILWAY OWNED,		\$174,715 18
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,682 57	
Electric equipment of same,	18,214 56	
Other items of equipment: snow ploughs, wagons, tools, etc.,	6,257 21	
TOTAL COST OF EQUIPMENT OWNED,		39,154 34

Cost of land and buildings:		
Electric power stations, including equipment,	\$85,713 32	
Other buildings necessary for operation of railway, with land,	20,547 40	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$106,260 72
Other permanent property:		
Park and park buildings,	\$17,600 00	
Land for flowage purposes,	15,000 00	
Suspense account on park,	5,921 78	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		38,521 78
TOTAL PERMANENT INVESTMENTS,		\$358,651 97
Cash and current assets:		
Cash,	\$887 85	
Bills and accounts receivable,	2,568 66	
Sinking and other special funds,	2,000 00	
Other cash and current assets: prepaid insurance,	1,000 00	
TOTAL CASH AND CURRENT ASSETS,		6,456 51
Miscellaneous assets: materials and supplies,		3,069 53
Profit and Loss balance (deficit),		10,748 47
TOTAL,		\$378,926 50
LIABILITIES.		Cr.
Capital stock,		\$150,000 00
Funded debt,		195,000 00
Current liabilities: loans and notes payable,		31,926 50
Sinking and other special funds: bond redemption fund,		2,000 00
TOTAL,		\$378,926 50
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	48	
Number of stockholders in Massachusetts,	47	
Amount of stock held in Massachusetts,	\$147,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	April 1, 1917,	\$150,000 00	\$7,500 00
Fifteen year coupon notes,	6	April 1, 1912,	45,000 00	2,700 00
TOTALS,			\$195,000 00	\$10,200 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to first mortgage bonds sinking fund,	\$2,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$2,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	856,817
Number carried per mile of main railway track operated, .	74,733
Number of round trips run,	10,583
Number of car miles run,	248,306
Average number of persons employed,	85

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	6
Open passenger cars equipped for electric power, . . .	8
TOTAL PASSENGER CARS OF ALL KINDS,	14
Construction, repair and other work cars,	2
Number of cars equipped with fenders,	14
Number of cars equipped with heaters (electric), . . .	6
Snow ploughs (electric),	2
Carts and snow sleds,	1
Other highway vehicles: open buggy,	1
Electric motors,	28
Horses,	1
Harnesses (single),	2
Other items of equipment: trolley wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.465 miles.
Length of sidings, switches, etc., . . . . .	.712 "
Total, computed as single track,	12.177 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,030 mile.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Leominster, Lancaster and Clinton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Water Street, Clinton,	1	1
Number of above crossings at which frogs are inserted in the tracks,		1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	2	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-
TOTALS,	-	1	1	2	1	3

STATEMENT OF EACH ACCIDENT.

Nov. 4, 1897. — Car ran over and killed intoxicated person lying between the rails.

October 2. — Man tried to board moving car, thrown to the ground; not seriously injured.

May 28, 1898. — Man had his knee injured by car leaving rail.

June 17. — Man jumped from moving car, injuring his hip; not seriously injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEOMINSTER & CLINTON STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President and General Manager*, Malden, Mass. George R. Damon, *Vice-President*, Leominster, Mass. Charles E. Hudson, *Treasurer*, Leominster, Mass. John F. Butman, *Clerk of Corporation*, Leominster, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Charles E. Hudson, Leominster, Mass. Charles E. Dresser, Leominster, Mass. Harry L. Pierce, Leominster, Mass. Alexander S. Paton, Leominster, Mass. George B. Damon, Leominster, Mass. William S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. E. HUDSON,

GEO. R. DAMON,

HARRY L. PIERCE,

A. S. PATON,

CHAS. E. DRESSER,

Directors.

CHAS. E. HUDSON,

Treasurer.

GEO. H. BURGESS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 8, 1898. Then personally appeared the above-named Chas. E. Hudson, Geo. R. Damon, Harry L. Pierce, A. S. Paton, Chas. E. Dresser and Geo. H. Burgess, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. A. PUTNAM,

Justice of the Peace.

REPORT

OF THE

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$452,444 41
Operating expenses,	255,681 18
NET EARNINGS FROM OPERATION,	\$196,763 28
Miscellaneous income: park receipts,	3,101 45
GROSS INCOME ABOVE OPERATING EXPENSES,	\$199,864 73
Charges upon income accrued during the year:	
Interest on funded debt,	\$69,289 59
Interest and discount on unfunded debts and loans,	487 60
Taxes,	16,412 83
Payments to sinking and other special funds:	
Lowell, Lawrence & Haverhill bond redemption fund,	5,000 00
Other deductions from income: park expenses,	18,485 42
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	109,625 44
NET DIVISIBLE INCOME,	\$90,239 29
Dividends declared (4 per cent) on \$1,500,000,	60,000 00
Surplus for the year ending September 30, 1898,	\$30,239 29
Amount of surplus September 30, 1897,	100,340 76
	\$130,580 05
Debits to profit and loss account during the year:	
Bonds retired for sinking fund previously carried in surplus,	\$19,000 00
Bad accounts charged off,	802 84
Balance account People's Street Railway Company, uncollectible,	10,500 00
TOTAL DEBITS,	29,802 84
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$100,777 21

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$448,988 30
Receipts from tolls for use of tracks by other companies,	1,189 64
Receipts from rentals of buildings and other property,	600 00
Receipts from advertising in cars,	1,600 00
Receipts from interest on deposits,	126 06
Other earnings from operation: sundry receipts,	40 41
GROSS EARNINGS FROM OPERATION,	\$452,444 41
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$14,278 15
General office expenses and supplies,	8,159 90
Legal expenses,	878 65
Insurance,	2,849 53
Other general expenses: contingent expenses,	7,088 51
Maintenance of roadway and buildings:	
Repair of roadbed and track,	16,104 79
Repair of electric line construction,	4,906 49
Removal of snow and ice,	14,088 26
Repair of buildings,	1,840 07
Maintenance of equipment:	
Repair of cars and other vehicles,	18,311 87
Repair of electric equipment of cars,	9,461 94
Renewal of horses, harnesses, shoeing, etc.,	1,987 64
Repair of steam plant, dynamos and machinery,	8,068 66
Transportation expenses:	
Cost of electric motive power, \$42,614.10; less power sold, \$8,887.38; net,	34,226 77
Provender for horses,	1,045 60
Wages and compensation of persons employed in conducting transportation,	101,141 65
Damages for injuries to persons and property,	18,368 93
Tolls for trackage over other railways,	1,094 27
Rentals of buildings and other property,	2,880 01
Other transportation expenses:	
Car house expense,	7,129 27
Sundry supplies for transportation,	3,330 17
TOTAL OPERATING EXPENSES,	\$255,681 13
PROPERTY ACCOUNTS.	
Additions to railway:	
Completion last year's construction,	\$50 50
New electric line construction (length, 80,765 feet, feeder),	2,789 09
Other additions to railway: purchase of People's Street Railway,	129,948 60
TOTAL ADDITIONS TO RAILWAY,	\$132,738 19
Additions to equipment:	
Additional cars (8 in number),	\$17,875 09
Electric equipment of same,	5,768 29
Other additional rolling stock and vehicles,	2,624 26
TOTAL ADDITIONS TO EQUIPMENT,	26,267 64
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$159,005 83

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : sold :		
One carriage pole,	\$2 00	
Two snow ploughs,	1,700 00	
Horses and harnesses,	213 50	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .		\$1,915 50
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$157,090 33
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$1,882,961 45	
Electric line construction, including poles, wiring, feeder lines, etc.,	191,715 59	
Engineering and other expenses incident to construction,	30,217 09	
Other items of railway cost: purchase of People's Street Railway,	129,948 60	
TOTAL COST OF RAILWAY OWNED,		\$1,734,842 73
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$268,149 68	
Electric equipment of same,	357,384 27	
Horses,	4,751 76	
Other items of equipment: office furniture, \$305 46; tools and machinery, \$755.89; sundry, \$43,577.83,	44,638 68	
TOTAL COST OF EQUIPMENT OWNED,		674,824 39
Cost of land and buildings :		
Land necessary for operation of railway,	\$108,193 74	
Electric power stations, including equipment,	424,536 42	
Other buildings necessary for operation of railway,	132,893 89	
TOTAL COST OF LAND AND BUILDINGS OWNED,		665,624 05
Other permanent property: tenements,		2,162 00
TOTAL PERMANENT INVESTMENTS,		\$8,077,453 17
Cash and current assets :		
Cash,	\$87,665 92	
Bills and accounts receivable,	28,722 93	
Other cash and current assets: unearned insurance premiums,	2,375 22	
TOTAL CASH AND CURRENT ASSETS,		98,764 07
Miscellaneous assets: materials and supplies,		12,866 01
TOTAL,		\$3,189,083 25
LIABILITIES.		Cr.
Capital stock,		\$1,520,000 00
Funded debt,		1,455,000 00

Current liabilities :		
Audited vouchers and accounts,	\$28,802 08	
Salaries and wages,	3,225 77	
Dividends not called for,	15,000 00	
Matured interest coupons unpaid (including coupons due October 1),	8,750 00	
TOTAL CURRENT LIABILITIES,		\$55,277 80
Accrued liabilities :		
Interest accrued and not yet due,	\$18,150 01	
Taxes accrued and not yet due,	15,878 23	
TOTAL ACCRUED LIABILITIES,		34,028 24
Sinking and other special funds : Lowell, Lawrence & Haverhill bond redemption fund,		24,000 00
Profit and Loss balance (surplus),		100,777 21
TOTAL,		\$8,189,083 25
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,900,000 00	
Capital stock authorized by votes of company,	1,500,000 00	
Capital stock issued and outstanding,		\$1,500,000 00
Amount paid in on 4,000 shares not yet issued,		20,000 00
TOTAL CAPITAL STOCK LIABILITY,		\$1,520,000 00
Number of shares issued and outstanding,	15,000	
Number of stockholders,	185	
Number of stockholders in Massachusetts,	164	
Amount of stock held in Massachusetts,	\$1,439,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Lowell, Lawrence & Haverhill Street Railway Company mortgage gold bonds, \$350,000 of the authorized issue of \$1,900,000 held by trustee to retire \$350,000 Merrimac Valley Street Railway Company bonds (2 coupons paid on \$475,000, 1 coupon paid on \$65,000),	5	June 1, 1923,	\$1,041,000 00	\$50,425 00
Retired June 1, 1898, for sinking fund, \$5,000 Lowell, Lawrence & Haverhill Street Railway Company mortgage bonds,			-	250 00
Merrimac Valley Street Railway Company mortgage gold bonds,	5	April 1, 1911,	250,000 00	17,500 00
People's Street Railway Company mortgage gold bonds,	5	Jan. 1, 1923,	64,000 00	1,900 00
TOTALS,			\$1,455,000 00	\$69,775 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of Lowell, Lawrence & Haverhill bond redemption fund,*	\$19,000 00
Amount September 30, 1897, of injury and damage fund,	7,069 88
TOTAL, SEPTEMBER 30, 1897,	\$26,069 88
Additions during the year to Lowell, Lawrence & Haverhill bond redemption fund,	\$5,000 00
Additions during the year to injury and damage fund,	18,884 53
	18,884 53
TOTAL, INCLUDING ADDITIONS,	\$44,454 41
Deductions during the year from injury and damage fund,	20,454 41
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$24,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	8,981,708
Number carried per mile of main railway track operated,	188,572
Number of round trips run,	169,859
Number of car miles run,	1,741,391
Average number of persons employed,	250

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	71	
Open passenger cars equipped for electric power,	81	
Total,		152
Box passenger cars equipped for horse power,	2	
Open passenger cars equipped for trailers,	10	
Open passenger cars equipped for horse power,	6	
Total,		18
TOTAL PASSENGER CARS OF ALL KINDS,		170
Construction, repair and other work cars,		8
Number of all above cars with 8 wheels,		15
Number of cars equipped with fenders,		148
Number of cars equipped with heaters (electric, 46; stoves, 27),		73
Snow ploughs (electric, 19; horse, 5),		24
Other railway rolling stock:		
Snow levellers,		7
Walkways,		3
Barges and omnibuses,		1
Carts and snow sleds,		9
Other highway vehicles:		
Driving wagons and buggies,		6
Express wagons,		7
Tower wagons,		2
Emergency wagons,		1
Road machines,		2
Sleighs,		5
Electric motors,		216
Horses,		10
Harnesses (double, 5; single, 8),		13

* Carried last year in surplus account.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	54.427	1.454	55.881
Length of second main track,	8.642	.293	8.935
TOTAL LENGTH OF MAIN TRACK,	63.069	1.747	64.816
Length of sidings, switches, etc.,	1.490	.005	1.495
TOTAL, COMPUTED AS SINGLE TRACK,	64.559	1.752	66.311

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	8.000 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Dracut, Methuen, Lawrence, Andover, North Andover, Haverhill, Groveland, West Newbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (9 in number), viz.:		
With Boston & Maine Railroad, Washington Street, Haverhill,	4	2
With Boston & Maine Railroad, Essex Street, Haverhill,	4	1
With Boston & Maine Railroad, Water Street, Lawrence,	6	1
With Boston & Maine Railroad, North Broadway, Lawrence,	2	1
With Boston & Maine Railroad, South Broadway, Lawrence,	5	1
With Boston & Maine Railroad, Andover Street, Lawrence,	5	1
With Boston & Maine Railroad, Union Street, Lawrence,	2	1
With Boston & Maine Railroad, Water Street, North Andover,	2	1
With Boston & Maine Railroad, North Andover Depot, North Andover,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	32	10

Number of above crossings at which *frogs* are inserted in the tracks, . . 8

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	50	-	9	-	59
Employees,	-	-	-	1	-	1
Other persons,	-	-	2	10	2	10
TOTALS,	-	50	2	20	2	70

STATEMENT OF EACH ACCIDENT.

- Nov. 4, 1897.* — Man drove across track from side street; struck by car; head cut.
- December 4.* — Woman fell while boarding car; slight injuries.
- December 10.* — Boy struck by fender; slight injuries.
- December 11.* — Car derailed by man-hole cover; three passengers slightly hurt.
- December 17.* — Man jumped from moving car; knee and hip injured slightly.
- Jan. 1, 1898.* — Woman slipped on car step; slight injuries.
- January 12.* — Car struck team which was trespassing on private land, slightly injuring driver.
- January 24.* — Man stepped from one car in front of another; head cut.
- February 7.* — Collision of cars; one passenger slightly hurt.
- February 9.* — Woman ran suddenly in front of car; fatally injured.
- March 9.* — Man, walking alongside of track, crossed suddenly; fatally injured.
- May 8.* — Man fell from moving car; thumb broken.
- May 14.* — Man drove in front of car; child thrown from team; face bruised.
- June 11.* — Man jumped from moving car; slightly injured.
- July 2.* — Man stepped from moving car; head slightly injured.
- July 5.* — Man claims injuries from being thrown against dasher when car passed a switch.
- July 8.* — Team driven in front of car; two occupants slightly injured.
- July 11.* — Woman stepped from moving car; serious injuries.
- July 21.* — Team turned upon track in front of car; driver slightly injured.
- July 31.* — Man fell over fender of car, car not moving; face injured.
- July 31.* — Collision of cars; several passengers injured.
- July 31.* — Man turned car seat, bruising woman's hand.
- August 7.* — Woman fell while alighting from car; slightly injured.
- August 8.* — Collision of cars; one passenger slightly injured.
- August 16.* — Car derailed; one passenger slightly injured.
- August 21.* — Man struck by pole near track; slight injuries.
- August 31.* — Woman fell from bicycle in front of car; slightly hurt.
- September 10.* — Man jumped from moving car; slightly injured.
- September 26.* — Man attempted to board moving car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY,
LAWRENCE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George H. Campbell, *President and General Manager*, Lawrence, Mass.
Alfred A. Glasier, *Vice-President*, Boston, Mass. Guy B. Tripp, *Treasurer*,
Lawrence, Mass. Walter F. Pope, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. George H. Campbell, Lawrence, Mass. William Endicott, 8d, Boston, Mass. Temple R. Fay, Boston, Mass. Alfred A. Glasier, Boston, Mass. Francis R. Hart, Boston, Mass. Arthur R. Robertson, Somerville, Mass. Edwin S. Webster, Brookline, Mass. Harry K. White, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

G. H. CAMPBELL,
A. B. BRUCE,
TEMPLE R. FAY,
WILLIAM ENDICOTT, 8d,
ALFRED A. GLASIER,
ARTHUR R. ROBERTSON,
EDWIN S. WEBSTER,
Directors.

G. E. TRIPP,
Treasurer.

G. H. CAMPBELL,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. OCT. 27, 1898. Then personally appeared the above-named A. B. Bruce, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true,

Before me, G. E. TRIPP,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1898. Then personally appeared the above-named G. H. Campbell, Temple R. Fay, William Endicott, 8d, Alfred A. Glasier and Arthur R. Robertson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, G. E. TRIPP,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1898. Then personally appeared the above-named Edwin S. Webster and G. E. Tripp, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANCIS W. ROBINSON,
Justice of the Peace.

REPORT

OF THE

LOWELL & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$337,774 00
Operating expenses,	238,058 80
NET EARNINGS FROM OPERATION,	\$149,715 20
Miscellaneous income: park receipts,	5,329 92
GROSS INCOME ABOVE OPERATING EXPENSES,	\$155,045 12
Charges upon income accrued during the year:	
Interest on funded debt,	\$50,000 00
Interest and discount on unfunded debts and loans,	19,375 19
Taxes,	14,984 44
Other deductions from income: park expense,	3,155 01
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	87,514 64
NET DIVISIBLE INCOME,	\$67,530 48
Dividends declared:	
3 per cent on \$800,000,	\$24,000 00
3 per cent on \$1,000,000,	30,000 00
TOTAL DIVIDENDS DECLARED,	54,000 00
Surplus for the year ending September 30, 1898,	\$13,530 48
Amount of surplus September 30, 1897,	52,338 23
	\$65,868 71
Debits to profit and loss account during the year:	
Depreciation, track, \$5,000; track taken up, \$17,615.64,	\$22,615 64
Depreciation, equipment, \$2,500; power station and machinery, \$2,500,	5,000 00
Depreciation, miscellaneous,	687 24
TOTAL DEBITS,	28,302 88
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$37,565 83

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$380,177 72
Receipts from carriage of mails,	155 00
Receipts from tolls for use of tracks by other companies,	1,094 27
Receipts from rentals of buildings and other property,	8,286 80
Receipts from advertising in cars,	2,878 86
Receipts from interest on deposits,	286 85
GROSS EARNINGS FROM OPERATION,	\$387,774 00
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$18,577 44
General office expenses and supplies,	8,784 84
Legal expenses,	647 00
Insurance,	7,527 95
Other general expenses :	
Travelling expenses, freight on supplies, directors' fees and contingent,	5,523 63
Internal revenue,	85 10
Maintenance of roadway and buildings :	
Repair of roadbed and track,	8,547 96
Repair of electric line construction,	4,817 27
Removal of snow and ice,	15,452 96
Repair of buildings,	809 59
Relocation of turnouts, cleaning and oiling track and miscellaneous,	3,426 76
Maintenance of equipment :	
Repair of cars and other vehicles,	10,482 89
Repair of electric equipment of cars,	11,226 01
Renewal of horses, harnesses, shoeing, etc.,	860 69
Repairs of tools and machinery, other articles of equipment and miscellaneous,	2,818 88
Transportation expenses :	
Cost of electric motive power, \$36,520.78; less power sold, \$17,187.18; net,	19,333 60
Provender for horses,	792 16
Wages and compensation of persons employed in conducting transportation,	100,567 65
Damages for injuries to persons and property,	11,819 83
Other transportation expenses :	
Oil, waste and supplies for cars,	1,139 81
Advertising, inspection, lighting, heating and miscellaneous,	11,368 88
TOTAL OPERATING EXPENSES,	\$238,058 80
PROPERTY ACCOUNTS.	
Additions to railway :	
Extension of tracks (length, 40,860 feet),	\$61,884 78
New electric line construction and necessary additional feeder (length, 48,500 feet),	12,683 71
TOTAL ADDITIONS TO RAILWAY,	\$74,568 44

Additions to equipment:		
Additional cars (5 in number), reconstructed horse car, and electric equipment of same,	\$2,947 97	
Other additional rolling stock and vehicles (7 snow ploughs),	6,467 24	
Other additions to equipment,	851 94	
TOTAL ADDITIONS TO EQUIPMENT,		\$10,267 15
Additions to land and buildings: additional equipment of power stations,		359 36
Additions to other permanent property:		
Buildings at park,	\$494 64	
Park equipment,	1,577 64	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		2,072 28
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$87,267 23
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
6,250 feet of track taken up (book value),	\$17,615 64	
Depreciation of track,	5,000 00	
Depreciation of equipment,	2,500 00	
Depreciation of power station and machinery,	2,500 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		27,615 64
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$59,651 59
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$1,041,479 36	
Electric line construction, including poles, wiring, feeder lines, etc.,	214,775 27	
TOTAL COST OF RAILWAY OWNED,		\$1,256,254 63
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$812,963 81	
Horses,	560 00	
Other items of equipment,	19,196 93	
TOTAL COST OF EQUIPMENT OWNED,		832,720 74
Cost of land and buildings:		
Land necessary for operation of railway,	\$73,788 71	
Electric power stations, including equipment,	397,838 81	
Other buildings necessary for operation of railway,	111,070 87	
TOTAL COST OF LAND AND BUILDINGS OWNED,		582,698 39
Other permanent property:		
Discontinued car houses and stables,	\$77,188 93	
Park land and buildings,	72,121 12	
Park equipment,	11,129 33	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		160,439 38
TOTAL PERMANENT INVESTMENTS,		\$2,332,108 14

Cash and current assets:		
Cash,	\$20,299 57	
Bills and accounts receivable,	18,200 86	
Other cash and current assets: unexpired interest and insurance,	6,548 87	
TOTAL CASH AND CURRENT ASSETS,		\$40,048 80
Miscellaneous assets:		
Materials and supplies,	\$37,297 65	
Other assets and property: construction suspense account (materials, etc., for work in progress),	10,954 59	
TOTAL MISCELLANEOUS ASSETS,		48,252 24
TOTAL,		\$2,420,404 18
LIABILITIES.		CR.
Capital stock,		\$1,000,000 00
Funded debt,		1,000,000 00
Current liabilities:		
Loans and notes payable,	\$345,000 00	
Audited vouchers and accounts,	16,618 17	
Miscellaneous current liabilities: outstanding tickets,	996 64	
TOTAL CURRENT LIABILITIES,		362,614 81
Accrued liabilities: interest accrued and not yet due,		16,666 64
Sinking and other special funds: for liquidation of damages,		3,556 90
Profit and Loss balance (surplus),		37,565 83
TOTAL,		\$2,420,404 18
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,200,000 00	
Capital stock authorized by votes of company,	1,000,000 00	
Capital stock issued and outstanding,		\$1,000,000 00
Number of shares issued and outstanding,	10,000	
Number of stockholders,	118	
Number of stockholders in Massachusetts,	101	
Amount of stock held in Massachusetts,	\$888,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Dec. 1, 1911,	\$1,000,000 00	\$50,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of liquidation of damages fund,	\$2,694 71
Additions during the year to liquidation of damages fund, . .	862 19
TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1898,	\$3,556 90

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	7,679,147
Number carried per mile of main railway track operated, . .	118,545
Number of round trips run,	248,475
Number of car miles run,	1,938,353
Average number of persons employed,	330

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	54	
Open passenger cars equipped for electric power,	68	
Total,		122
Box passenger cars equipped for horse power,	10	
Open passenger cars equipped for horse power,	12	
Total,		22
TOTAL PASSENGER CARS OF ALL KINDS,		144
Construction, repair and other work cars,	6	
Number of all above cars with 8 wheels,	19	
Number of cars equipped with fenders,	122	
Number of cars equipped with heaters (electric),	54	
Snow ploughs (electric, 20; horse, 4),	24	
Carts and snow sleds,	18	
Other highway vehicles: 3 road scrapers, 1 tower wagon, 2 pungs, 1 top buggy, 8 open wagons, 2 express wagons, 2 emergency wagons and 4 sleighs,	18	
Electric motors,	266	
Horses,	9	
Harnesses (double, 8; single, 8),	16	
Other items of equipment: park equipment, repair shop tools and machinery, track and line tools.		

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	48.871 miles.
Length of second main track,	16 402 "
Total length of main track,	64.773 "
Length of sidings, switches, etc.,	3.753 "
Total, computed as single track,	68.526 "

System of electric motive power in use by the company: Thomson-Houston; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Billerica, Chelmsford, Dracut, Tyngsborough and Tewksbury.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (15 in number), viz.:		
With Boston & Maine Railroad, Bridge Street,*	2	2
With Boston & Maine Railroad, East Merrimack Street,*	1	2
With Boston & Maine Railroad, Lawrence Street,*	2	1
With Boston & Maine Railroad, Lawrence Street,*	1	1
With Boston & Maine Railroad, Merrimack Street,*	1	2
With Boston & Maine Railroad, Broadway,*	1	1
With Boston & Maine Railroad, Gorham Street,*	1	2
With Boston & Maine Railroad, Billerica,	2	1
With Boston & Maine Railroad, Central Street,*	1	2
With Boston & Maine Railroad, Fletcher Street,*	2	1
With Boston & Maine Railroad, Middlesex Street,	2	1
With Boston & Maine Railroad, Middlesex Street,	3	1
With Boston & Maine Railroad, North Chelmsford,*	1	2
With Boston & Maine Railroad, North Chelmsford,	1	2
With New York, New Haven & Hartford Railroad, Chelmsford Centre,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	22	22

Number of above crossings at which *frogs* are inserted in the tracks, . . 15

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	11	-	16	-	27
Employees,	-	-	-	2	-	2
Other persons,	-	-	-	31	-	31
TOTALS,	-	11	-	49	-	60

STATEMENT OF EACH ACCIDENT.

Oct. 18, 1897. — In a collision between a car and a team, the driver of the latter was slightly injured.

October 15. — In a collision between a car and a team, the driver of the latter was slightly injured.

October 21. — A lady fell in the waiting room of the company and was slightly injured.

* Used exclusively for carrying freight to corporations.

October 22. — A young boy, in crossing the street, was struck by the fender of a moving car and slightly injured.

October 28. — A lady bicyclist, in passing a car, fell and was thrown under the forward part of the car and was injured.

December 24. — In a collision between a car and a team, the driver of the latter was slightly injured.

Feb. 10, 1898. — In a collision between a car and a team, the driver of the latter was slightly injured.

February 12. — In a head-on collision between two cars, two male and five female passengers were more or less injured, none fatally.

February 17. — In a collision between a car and a wagon, the driver of the latter and a companion were slightly injured.

February 21. — In a collision between a car and a team, the driver of the latter was more or less injured.

March 28. — A passenger, in alighting from a moving car, fell and was slightly injured.

March 28. — A passenger, in alighting from a moving car, fell and was slightly injured.

April 8. — A team backed into a car, and two occupants of the former were slightly injured.

April 29. — A boy, playing, backed against a moving car and was slightly injured.

May 1. — In a collision between a car and a team, the driver of the latter was slightly injured.

May 8. — A man, in alighting from a moving car, fell and was slightly injured.

May 10. — A man, in alighting from a moving car, fell and was slightly injured.

May 14. — In a collision between a car and a team, the driver of the latter was slightly injured.

May 14. — A man, in alighting from a moving car, fell and was slightly injured.

May 14. — A conductor, in swinging behind passengers who stood on the running-board of a car, struck a pole and was slightly injured.

May 16. — In a collision between a car and a wagon, the driver of the latter and a companion were slightly injured.

May 20. — In a collision, a man, driving a wagon at night, drove into a moving car and was slightly injured.

May 21. — A passenger, in alighting from a moving car, fell and was slightly injured.

May 22. — A man, in attempting to board a moving car, fell and injured one of his feet.

May 22. — In a collision between a car and a team, the driver of the latter was slightly injured.

June 10. — In a collision between a car and a hand-cart, the owner of the latter was slightly injured.

June 22. — A man, in walking along the running-board of an open car, fell and was slightly injured.

June 26. — A passenger, on the running-board of an open car, leaned too far out, was struck by a pole and was slightly injured.

June 26. — An intoxicated man walked deliberately in front of a moving car, and was more or less injured.

July 1. — A team, in passing a car, injured a conductor who was on the running-board of the car.

July 4. — A car left the track and slightly injured a woman and a child.

July 14. — A young boy, in crossing the street in front of a moving car, was picked up by the fender of the same, and was slightly injured by the collision.

July 14. — A lady, in alighting from a moving car, fell and was slightly injured.

July 24. — An intoxicated man, on the side of the highway at night, leaned toward a moving car, was struck and slightly injured.

July 28. — In a collision between a car and a wagon, the driver of the latter was slightly injured.

August 4. — A passenger, in alighting from a moving car, fell and was slightly injured.

August 4. — In a collision between a car and a team, the driver of the latter was slightly injured.

August 14. — A boy fell from the arms of his father, who was attempting to board a moving car, and was slightly injured.

August 15. — In a collision between a car and a team, the driver of the latter and a companion were slightly injured.

August 15. — A passenger, in alighting from an open car, fell and was slightly injured.

August 17. — An intoxicated man, in walking along the tracks on a country road at night, was struck by a car and slightly injured.

August 20. — In a collision between a car and a wagon, the driver of the latter was slightly injured.

August 25. — A passenger, on the running-board of a car, leaning too far forward, was struck by a tree or post and slightly injured.

August 29. — A lady, in alighting from a moving car, fell and was slightly injured.

September 7. — A car left the tracks, and two lady passengers upon the same were slightly injured.

September 21. — A man, in alighting from a moving car, fell and was slightly injured.

September 23. — In a collision between a car and a team, the driver of the latter was slightly injured.

September 24. — A boy, in attempting to cross in front of a moving car, was caught by the fender and slightly injured by the collision.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

MERRIMACK SQUARE, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward M. Tucke, *President*, Lowell, Mass. August Fels, *Vice-President*, Lowell, Mass. Percy Parker, *Treasurer*, Lowell, Mass. Patrick F. Sullivan, *Clerk of Corporation and General Manager*, Lowell, Mass. George F. Richardson, *General Counsel*, Lowell, Mass. D. Dana Bartlett, *Auditor*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward M. Tucke, Lowell, Mass. August Fels, Lowell, Mass. Percy Parker, Lowell, Mass. Patrick F. Sullivan, Lowell, Mass. John Lennon, Lowell, Mass. Thomas Costello, Lowell, Mass. Miles F. Brennan, Lowell, Mass. Ethan A. Smith, Lowell, Mass. Solomon Bachman (deceased), New York, N. Y. Meyer S. Bernheimer, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD M. TUCKE,
JOHN LENNON,
T. COSTELLO,
AUGUST FELS,
PERCY PARKER,
MEYER S. BERNHEIMER,
E. A. SMITH,
P. F. SULLIVAN,

Directors.

PERCY PARKER,

Treasurer.

P. F. SULLIVAN,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Oct. 29, 1898. Then personally appeared the above-named Edward M. Tucke, John Lennon, T. Costello, August Fels, Percy Parker, Meyer S. Bernheimer, E. A. Smith and P. F. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT
OF THE
LYNN & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,484,251 06
Operating expenses,	855,789 69
NET EARNINGS FROM OPERATION,	\$628,461 37
Miscellaneous income:	
Rent of tracks and wires,	\$5,682 41
Interest,	877 81
TOTAL MISCELLANEOUS INCOME,	6,060 22
GROSS INCOME ABOVE OPERATING EXPENSES,	\$634,521 59
Charges upon income accrued during the year:	
Interest on funded debt,	\$289,585 00
Interest and discount on unfunded debts and loans,	14,761 02
Taxes,	27,690 18
Rentals of leased railways:	
Boston Elevated Railway,	\$35,798 80
East Middlesex Street Railway,	48,289 50
Boston & Chelsea Railroad,	9,754 09
Winnisimmet Railroad,	4,282 95
Boston & Revere Electric Street Railway,	4,892 88
	98,017 72
Other deductions from income:	
Payment on account of commission on sale of Lynn & Boston first mortgage (gold) bonds,	\$35,100 00
Reconstruction,	61,806 89
	96,906 89
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	526,960 31
NET DIVISIBLE INCOME,	\$107,561 28
Dividends declared (8 per cent),	101,280 00
Surplus for the year ending September 30, 1898,	\$6,281 28
Amount of surplus September 30, 1897,	91,149 79
	\$97,431 07

Debits to profit and loss account during the year :		
Old accounts charged off,	\$483 81	
Loss on horses sold and died,	282 70	
TOTAL DEBITS,		\$766 51
TOTAL SURPLUS SEPTEMBER 30, 1898,		\$96,664 56
EARNINGS FROM OPERATION.		
Receipts from passengers carried,	\$1,472,154 33	
Receipts from rentals of buildings and other property,	4,036 83	
Receipts from advertising in cars,	7,555 55	
Other earnings from operation: from sales of manure, use of carts, etc.,	504 35	
GROSS EARNINGS FROM OPERATION,		\$1,484,251 06
EXPENSES OF OPERATION.		
General expenses :		
Salaries of general officers and clerks,	\$42,282 28	
General office expenses and supplies,	5,944 70	
Legal expenses,	12,698 52	
Insurance,	7,202 13	
Other general expenses: printing and stationery, trustees' charges, expense of street railway associations, etc.,	14,641 73	
Maintenance of roadway and buildings :		
Repair of roadbed and track,	78,141 60	
Repair of electric line construction,	17,913 60	
Removal of snow and ice,	28,903 90	
Repair of buildings,	4,972 03	
Maintenance of equipment :		
Repair of cars and other vehicles (including cleaning),	74,067 51	
Repair of electric equipment of cars,	42,850 06	
Transportation expenses :		
Cost of electric motive power, \$107,013.41; less power sold, \$10,422 14; net,	96,591 27	
Wages and compensation of persons employed in conducting transportation,	361,734 53	
Damages for injuries to persons and property,	44,823 74	
Rentals of buildings and other property,	6,024 95	
Other transportation expenses :		
Oil, waste and supplies,	5,588 24	
Miscellaneous expenses, including advertising, attractions at summer resorts, etc.,	12,408 91	
TOTAL OPERATING EXPENSES,		\$855,789 69
PROPERTY ACCOUNTS.		
Additions to railway :		
Reconstruction of tracks,	\$148,268 56	
New electric line construction,	7,835 80	
TOTAL ADDITIONS TO RAILWAY,		\$156,104 36

Additions to equipment:		
Additional cars (20 in number),	\$20,395 79	
Electric equipment of same, and others,	22,886 62	
Other additions to equipment: machinery, etc.,	284 20	
TOTAL ADDITIONS TO EQUIPMENT,		\$43,066 61
Additions to land and buildings:		
New electric power stations, including ma- chinery, etc.,	\$5,765 60	
Additional equipment of power stations,	32,166 65	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		87,932 25
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$237,103 23
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): horses sold and died,		200 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$236,903 23

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	Dr.	
Cost of railway:		
Roadbed and tracks,	\$3,670,969 44	
Electric line construction, including poles, wiring, feeder lines, etc.,	379,888 87	
Interest accrued during construction of rail- way,	93,538 81	
Engineering and other expenses incident to construction,	202,818 01	
TOTAL COST OF RAILWAY OWNED,		\$4,346,715 18
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$418,965 01	
Electric equipment of same,	884,845 63	
Horses,	1,700 00	
Other items of equipment,	87,127 47	
TOTAL COST OF EQUIPMENT OWNED,		1,392,638 11
Cost of land and buildings:		
Land necessary for operation of railway,	\$458,816 90	
Electric power stations, including equipment,	964,777 13	
TOTAL COST OF LAND AND BUILDINGS OWNED,		1,423,594 03
TOTAL PERMANENT INVESTMENTS,		\$7,162,947 27
Cash and current assets:		
Cash,	\$47,299 57	
Bills and accounts receivable,	97,026 31	
TOTAL CASH AND CURRENT ASSETS,		144,325 88

Miscellaneous assets:		
Materials and supplies,	\$63,393 81	
Other assets and property:		
Reconstruction suspense,	55,909 15	
Boston & Revere Electric Street Railway		
bonds redeemed,	6,000 00	
Unexpired insurance premiums, etc.,	13,940 12	
TOTAL MISCELLANEOUS ASSETS,		\$139,243 08
TOTAL,		\$7,446,516 23
LIABILITIES.		CR.
Capital stock,		\$1,266,000 00
Funded debt,		5,699,000 00
Current liabilities:		
Loans and notes payable,	\$148,295 50	
Audited vouchers and accounts,	43,307 35	
Salaries and wages,	17,115 60	
Matured interest coupons unpaid (including		
coupons due October 1),	19,877 50	
Rentals due and unpaid (including rentals		
due October 1),	3,825 00	
Miscellaneous current liabilities:		
Employees' deposits,	5,405 00	
Outstanding tickets,	3,762 99	
TOTAL CURRENT LIABILITIES,		241,588 94
Accrued liabilities:		
Interest accrued and not yet due,	\$82,206 67	
Taxes accrued and not yet due,	25,324 87	
Rentals accrued and not yet due,	28,098 62	
TOTAL ACCRUED LIABILITIES,		135,630 16
Sinking and other special funds: accident fund,		7,632 57
Profit and Loss balance (surplus),		96,664 56
TOTAL,		\$7,446,516 23
CAPITAL STOCK.		
Capital stock authorized by law,	\$4,000,000 00	
Capital stock authorized by votes of company,	1,266,000 00	
Capital stock issued and outstanding,		\$1,266,000 00
Number of shares issued and outstanding,	12,660	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$1,000 00	
CONTINGENT LIABILITY.		
Commission on sale of Lynn & Boston first mortgage gold		
bonds, due December 1, 1924, payable from future net		
earnings,		\$77,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Lynn & Boston Railroad firsts,*	6	May 15, 1900,	\$9,500 00	\$570 00
Lynn & Boston Railroad debenture, .	5	May 15, 1900,	150,000 00	7,500 00
Lynn & Boston Railroad debenture, .	5	April 1, 1907,	100,000 00	5,000 00
Lynn & Boston Railroad debenture, .	5	March 1, 1912,	186,000 00	9,300 00
Lynn & Boston Railroad coupon notes,	6	April 1, 1917,	1,250,000 00	19,200 00
Lynn & Boston Railroad first mort-				
gage (gold),	5	Dec. 1, 1924,	5,379,000 00	186,150 00
Lynn Belt Line Street Railway first				
mortgage,	5	May 1, 1910,	100,000 00	5,000 00
Essex Electric Street Railway first				
mortgage,	6	Jan. 1, 1911,	100,000 00	6,000 00
Naumkeag Street Railway first mort-				
gage,	5	May 1, 1900,	1,500 00	75 00
Naumkeag Street Railway first mort-				
gage,	5	June 1, 1906,	215,000 00	10,750 00
Naumkeag Street Railway debenture,	5	April 1, 1907,	49,000 00	2,450 00
Naumkeag Street Railway first con-				
solidated mortgage,	5	July 1, 1910,	711,000 00	35,550 00
Naumkeag Street Railway debenture,	6	Sept. 1, 1910,	24,000 00	1,440 00
Naumkeag Street Railway debenture,	6	July 1, 1911,	10,000 00	600 00
TOTAL,			\$8,285,000 00	
Less Lynn & Boston Railroad first				
mortgage gold bonds held in trust				
to redeem all other bond issues, . .			1,656,000 00	-
And less coupon notes so held for ful-				
filment of contract with Continental				
Trust Company, April 16, 1897, for				
sale thereof,			930,000 00	-
TOTALS,			\$5,699,000 00	\$289,585 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of accident fund,	\$2,248 94
Additions during the year to accident fund,	44,323 74
TOTAL, INCLUDING ADDITIONS,	\$46,572 68
Deductions during the year from accident fund,	38,940 11
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$7,632 57

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	29,063,234
Number carried per mile of main railway track operated,	188,928
Number of round trips run,	544,752
Number of car miles run,	5,800,287
Average number of persons employed,	902

* Mortgage cancelled.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	199	
Open passenger cars equipped for electric power, . . .	280	
Total,		479
Box passenger cars equipped for horse power (trailers), . . .	19	
Open passenger cars equipped for horse power (trailers), . . .	41	
Total,		60
TOTAL PASSENGER CARS OF ALL KINDS,		539
Construction, repair and other work cars,		6
Number of cars equipped with fenders,		483
Number of cars equipped with heaters (electric, 78; stoves, 121),		199
Snow ploughs (electric),		34
Other railway rolling stock: band car,		1
Carts and snow sleds,		28
Other highway vehicles: 4 caravans, 4 tower wagons, 2 emergency wagons, 19 express wagons, 5 buggies, 27 sleighs and pungs, 11 levellers, 2 sweepers, 3 walkaways,		77
Electric motors,		729
Horses,		34
Harnesses (double, 50; single, 28),		78
Other items of equipment: tools for shops and for track and line repairs, engines, boilers and machinery in repair shops, fare registers, blankets, etc.		

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	103.065	20.931	1.744	125.740
Length of second main track,	18.623	7.700	1.744	28.072
TOTAL LENGTH OF MAIN TRACK,	121.713	28.631	3.488	153.832
Length of sidings, switches, etc.,	7.337	2.665	-	10.002
TOTAL, COMPUTED AS SINGLE TRACK,	129.050	31.296	3.488	163.834

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Boston, Beverly, Chelsea, Danvers, Everett, Hamilton, Lynn, Malden, Marblehead, Melrose, Peabody, Revere, Salem, Saugus, Stoneham, Swampscott, Wenham and Woburn.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (38 in number), viz.:		
With Union Freight Railroad, Causeway Street, Boston, . . .	2	2
With Fitchburg Railroad, Warren Avenue and Water Street, Boston, . . .	2	2
With Boston & Maine Railroad, Everett Avenue, Chelsea, . . .	4	2
With Boston & Albany Railroad, Everett Avenue, Chelsea, . . .		
With Boston, Revere Beach & Lynn Railroad, Winthrop Avenue, Revere, . . .	2	1
With Boston & Maine Railroad as follows:		
On Winthrop Avenue, Revere, . . .	3	1
On Lynn Street, Revere, . . .	2	1
On Ferry Street, Malden, . . .	2	2
On Beach Street, Malden, . . .	2	1
On Franklin Street, Melrose, . . .	2	1
On Montvale Avenue, Stoneham, . . .	1	1
On Winter Street, Saugus, . . .	2	1
On Boston Street, Lynn, . . .	2	1
On Sumner Street, Lynn (2 crossings), . . .	4	2
On Western Avenue, Lynn, . . .	3	2
On Commercial Street, Lynn, . . .	3	1
On Blossom Street, Lynn, . . .	2	1
On Market Street, Lynn, . . .	2	2
On Central Square, Lynn, . . .	2	4
On Chatham Street, Lynn, . . .	2	1
On Humphrey Street, Swampscott, . . .	1	1
On Pleasant Street, Marblehead, . . .	1	1
On Salem Road, Marblehead, . . .	1	1
On Loring Avenue, Salem, . . .	1	1
On Webb Street, Salem, . . .	3	1
On Derby Street, Salem, . . .	3	1
On North Street, Salem, . . .	2	2
On Rantoul Street, Beverly, . . .	2	1
On Cabot Street, Beverly, . . .	2	1
On Water Street, Danvers, . . .	1	1
On Maple Street, Danvers, . . .	1	1
On Elm Street, Danvers, . . .	2	1
On Holten Street, Danvers, . . .	1	1
On Central Street, Peabody (2 crossings), . . .	3	3
On Lowell Street, Peabody, . . .	1	1
On Willow Street, Hamilton, . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . .	70	48

Number of above crossings at which *frogs* are inserted in the tracks, . . . 38

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	16	1	14	1	30
Employees,	-	2	-	1	-	3
Other persons,	-	2	2	8	2	10
TOTALS,	-	20	3	23	3	43

STATEMENT OF EACH ACCIDENT.

Oct. 2, 1897. — Car collided with team; occupant slightly injured.
October 8. — Passenger stepped off car in motion; slightly injured.
October 16. — Passenger jumped in front of team; slightly injured.
November 1. — Horse frightened at car; occupant of team thrown out; slightly injured.
November 17. — Passenger had fit, fell from platform of car; slightly injured.
December 1. — Passenger stepped off car in motion; slightly injured.
December 8. — Boy, stealing ride, jumped off car in motion; slightly injured.
Jan. 21, 1898. — Employee, unloading rails, lost his balance and fell; slightly injured.
February 14. — Car collided with freight train; nine passengers somewhat injured.
February 27. — Passenger stepped off car in motion; slightly injured.
March 4. — Passenger fell on platform of car; slightly injured.
March 22. — Boy ran from behind team in front of car; slightly injured.
March 28. — Passenger stepped off car in motion; somewhat injured.
April 18. — Collision of cars; three passengers slightly injured.
April 20. — Passenger stepped off car at standstill; ankle sprained.
April 27. — Man attempted to get on car in motion; slightly injured.
April 28. — Car collided with team; two occupants slightly injured.
May 6. — Employee in repair shop caught in shafting; somewhat injured.
May 9. — Passenger stepped off car in motion; slightly injured.
May 13. — Employee, unloading rails; leg badly injured.
May 16. — Horse frightened at car; occupant of team slightly injured.
May 31. — Man on bicycle turned in front of car; struck by car and killed.
June 8. — Passenger stepped off car in motion; slightly injured.
June 19. — Car started as passenger was alighting; slightly injured.
June 25. — Car collided with team; one passenger slightly injured.
June 26. — Passenger jumped off car in motion; slightly injured.
July 1. — Passenger stepped off car in motion; slightly injured.
July 2. — Bicycle rider ran into car; somewhat injured.
July 3. — Passenger jumped off car in motion; badly injured.
July 8. — Employee fell from pole; somewhat injured.
August 6. — Passenger jumped from car in motion; fatally injured.
August 12. — Man attempted to board moving car; slightly injured.
August 16. — Car started as woman was boarding car; slightly injured.
September 5. — Passenger jumped off car in motion; slightly injured.
September 7. — Man fell in front of car; struck by car and killed.
Other accidents have occurred during the year, whereby injuries of a slight nature were received; but, as they were mostly caused by lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,
833 UNION STREET, LYNN, MASS.

Names and Business Address of Principal Officers.

Amos F. Breed, *President*, 333 Union Street, Lynn, Mass. E. Francis Oliver, *Vice-President and Clerk of Corporation*, 333 Union Street, Lynn, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Proctor & Warren, *General Counsel*, 31 State Street, Boston, Mass. Fred E. Smith, *Auditor*, 333 Union Street, Lynn, Mass. Elwin C. Foster, *General Manager*, 333 Union Street, Lynn, Mass.

Names and Residence of Board of Directors.

Amos F. Breed, Lynn, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Henry P. Moulton, Salem, Mass. John H. Cunningham, Chelsea, Mass. E. Francis Oliver, Boston, Mass. Bentley W. Warren, Boston, Mass. William Amory, 2d, Boston, Mass. Charles Williams, Wakefield, Mass. Cassius M. Wicker, New York, N. Y. John P. Ilsley, Philadelphia, Pa.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
CHARLES WILLIAMS,
ELWIN C. FOSTER,
BENTLEY W. WARREN,
CASSIUS M. WICKER,
J. S. BARTLETT,
E. FRANCIS OLIVER,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 9, 1898. Then personally appeared the above-named Amos F. Breed, Charles Williams, Elwin C. Foster, Bentley W. Warren, Cassius M. Wicker and E. Francis Oliver, directors, Charles Williams, treasurer, and Elwin C. Foster, general manager, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES O. TARBOX,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Nov. 10, 1898. Then personally appeared the above-named J. S. Bartlett, director, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES O. TARBOX,
Justice of the Peace.

REPORT

OF THE

MANSFIELD & EASTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$81,869 05
Electric line construction, including poles, wiring, feeder lines, etc.,	15,075 00
Engineering and other expenses incident to construction,	2,698 42
Other items of railway cost: town of Mans- field,	100 00
TOTAL COST OF RAILWAY OWNED,	\$99,242 47
Cost of land and buildings: land necessary for operation of railway,	800 00
TOTAL PERMANENT INVESTMENTS,	\$100,042 47
Cash and current assets: cash,	226 87
TOTAL,	\$100,269 34
LIABILITIES.	CR.
Capital stock (paid in on assessments),	\$70,000 00
Current liabilities: loans and notes payable,	30,269 34
TOTAL,	\$100,269 34
CAPITAL STOCK.	
Capital stock authorized by law,	\$80,000 00
Capital stock authorized by votes of company,	80,000 00
Amount paid in on 800 shares not yet issued,	\$70,000 00
Number of stockholders,	45
Number of stockholders in Massachusetts,	45
Amount of stock held in Massachusetts,	\$70,000 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MANSFIELD & EASTON STREET RAILWAY COMPANY,

8 CONGRESS STREET, ROOM 22, BOSTON, MASS.

Names and Business Address of Principal Officers.

Douglas A. Brooks, *President*, South Braintree, Mass. Lemuel K. Wilbur, *Vice-President*, Easton, Mass. Edward D. Hewins, *Treasurer and Clerk of Corporation*, Boston, Mass. Charles E. Bibber, *General Manager*, Malden, Mass.

Names and Residence of Board of Directors.

Douglas A. Brooks, South Braintree, Mass. Lemuel K. Wilbur, Easton, Mass. David E. Harding, Mansfield, Mass. Charles E. Bibber, Malden, Mass. Franklin Mead, Norton, Mass. George H. Swazey, Malden, Mass. Edward D. Hewins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DOUGLAS A. BROOKS,
LEMUEL K. WILBUR,
DAVID E. HARDING,
CHAS. E. BIBBER,
FRANKLIN MEAD,
GEORGE H. SWAZEY,
EDWARD D. HEWINS,
Directors.
EDWARD D. HEWINS,
Treasurer.
CHAS E. BIBBER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 28, 1898. Then personally appeared the within-named Franklin Mead, and made oath that the certificate by him here subscribed is, to the best of his knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1898. Then personally appeared the above-named Douglas A. Brooks, Lemuel K. Wilbur, David E. Harding, George H. Swazey and Edward D. Hewins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 4, 1898. Then personally appeared the within-named Chas. E. Bibber, and made oath that the certificate by him here subscribed is, to the best of his knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

REPORT

OF THE

MANSFIELD & NORTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$22,657 10	
Electric line construction, including poles, wiring, feeder lines, etc.,	2,647 50	
Engineering and other expenses incident to construction,	2,111 75	
TOTAL COST OF RAILWAY OWNED,		\$27,416 35
Cost of equipment: cars and other rolling stock and vehicles,		1,000 00
TOTAL PERMANENT INVESTMENTS,		\$28,416 35
Cash and current assets: cash,		713 45
TOTAL,		\$29,129 80
LIABILITIES.		CR.
Capital stock (amount paid in),		\$20,000 00
Current liabilities: loans and notes payable,		9,129 80
TOTAL,		\$29,129 80
CAPITAL STOCK.		
Capital stock authorized by law,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Amount paid in on 400 shares not yet issued,		\$20,000 00
Number of stockholders,	85	
Number of stockholders in Massachusetts,	85	
Amount of stock held in Massachusetts,	\$20,000 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MANSFIELD & NORTON STREET RAILWAY COMPANY,

8 CONGRESS STREET, ROOM 22, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Franklin Mead, *President*, Norton, Mass. Edward D. Hewins, *Treasurer and Clerk of Corporation*, Boston, Mass. Douglas A. Brooks, *General Manager*, South Braintree, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin Mead, Norton, Mass. Andrew H. Sweet, Norton, Mass. Dolliver S. Spaulding, Mansfield, Mass. Frederick Paine, Mansfield, Mass. George H. Swazey, Malden, Mass. Douglas A. Brooks, South Braintree, Mass. Edward D. Hewins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANKLIN MEAD,
ANDREW H. SWEET,
DOLLIVER S. SPAULDING,
FREDERICK PAINE,
GEORGE H. SWAZEY,
DOUGLAS A. BROOKS,
EDWARD D. HEWINS,
Directors.
EDWARD D. HEWINS,
Treasurer.
DOUGLAS A. BROOKS,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 28, 1898. Then personally appeared the within-named Franklin Mead, and made oath that the certificate by him here subscribed is, to the best of his knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1898. Then personally appeared the above-named Andrew H. Sweet, Dolliver S. Spaulding, Frederick Paine, George H. Swazey, Douglas A. Brooks and Edward D. Hewins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,
Justice of the Peace.

REPORT

OF THE

MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$38,593 44
Operating expenses,	34,926 78
NET EARNINGS FROM OPERATION,	\$3,666 66
Miscellaneous income: sale of old material,	261 18
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,927 84
Charges upon income accrued during the year:	
Interest on funded debt,	\$4,725 00
Interest and discount on unfunded debts and loans,	1,394 92
Taxes,	2,022 30
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	8,142 22
Deficit for the year ending September 30, 1898,	\$4,214 38
Amount of surplus September 30, 1897,	4,422 61
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$308 23
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$35,952 30
Receipts from tolls for use of tracks by other companies,	599 54
Other earnings from operation: operating Framingham, Southborough & Marlborough Street Railway,	2,041 60
GROSS EARNINGS FROM OPERATION,	\$38,593 44
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,363 11
General office expenses and supplies,	667 24
Legal expenses,	125 00
Insurance,	3,478 00
Other general expenses:	
Printing and advertising,	276 19
Water, oil and grease,	152 80

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$4,839 00
Repair of electric line construction,		608 86
Removal of snow and ice,		1,479 16
Repair of buildings,		115 84
Maintenance of equipment:		
Repair of cars and other vehicles,		1,953 84
Repair of electric equipment of cars,		1,140 99
Renewal of horses, harnesses, shoeing, etc.,		98 07
Transportation expenses:		
Cost of electric motive power,		4,996 83
Wages and compensation of persons employed in conducting transportation,		13,121 45
Damages for injuries to persons and property,		15 90
TOTAL OPERATING EXPENSES,		\$84,926 78
<hr/>		
PROPERTY ACCOUNTS.		
Additions to railway: office furniture,		\$100 37
Additions to equipment:		
Additional cars,	\$180 00	
Other additional rolling stock and vehicles,	125 00	
TOTAL ADDITIONS TO EQUIPMENT,		305 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$405 37
<hr/>		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
office furniture,		6 93
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$398 44
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$90,622 52	
Electric line construction, including poles, wiring, feeder lines, etc.,	19,781 10	
Engineering and other expenses incident to construction,	1,579 24	
Other items of railway cost: office furniture and tools,	900 90	
TOTAL COST OF RAILWAY OWNED,		\$112,883 76
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		32,743 86
Cost of land and buildings:		
Land necessary for operation of railway,	\$7,727 59	
Electric power stations, including equipment,	26,827 18	
Other buildings necessary for operation of railway,	6,781 17	
TOTAL COST OF LAND AND BUILDINGS OWNED,		40,785 94
TOTAL PERMANENT INVESTMENTS,		\$186,413 56

Cash and current assets :		
Cash,	\$2,884 50	
Bills and accounts receivable,	2,140 85	
TOTAL CASH AND CURRENT ASSETS,		\$5,025 35
Miscellaneous assets :		
Materials and supplies,	\$156 40	
Other assets and property : collateral bonds,	17,000 00	
TOTAL MISCELLANEOUS ASSETS,		17,156 40
TOTAL,		\$208,595 31
LIABILITIES.		CR.
Capital stock,		\$80,000 00
Funded debt,		80,000 00
Current liabilities :		
Loans and notes payable,	\$44,294 16	
Audited vouchers and accounts,	2,047 92	
TOTAL CURRENT LIABILITIES,		46,342 08
Accrued liabilities :		
Interest accrued and not yet due,	\$945 00	
Taxes accrued and not yet due,	600 00	
TOTAL ACCRUED LIABILITIES,		1,545 00
Sinking and other special funds,		500 00
Profit and Loss balance (surplus),		208 23
TOTAL,		\$208,595 31
CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	14	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	July 2, 1914,	\$80,000 00	\$4,725 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of renewal, improvement and sinking fund,	\$500 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	756,465
Number carried per mile of main railway track operated, .	100,314
Number of round trips run,	80,742
Number of car miles run,	228,884
Average number of persons employed,	25

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	6
Open passenger cars equipped for electric power,	9
TOTAL PASSENGER CARS OF ALL KINDS,	15
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	15
Number of cars equipped with heaters (electric),	6
Snow ploughs (electric),	2
Carts and snow sleds,	1
Other highway vehicles: 1 walkaway snow plough, 1 one-horse cart, 1 tower wagon,	3
Electric motors,	25

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Operated under Agreement.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.641	7.396	14.936
Length of sidings, switches, etc., . . . . .	.572	.094	.666
TOTAL, COMPUTED AS SINGLE TRACK,	8.113	7.490	15.602

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.593 miles.
Length of second main track, . . . . .	.094 "
Total length of main track,	1.687 "

System of electric motive power in use by the company: direct current, overhead trolley; Edison and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Marlborough, Hudson, Southborough and Framingham.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	8	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	8	-	8

STATEMENT OF EACH ACCIDENT.

Oct. 15, 1897. — Passenger attempted to jump on moving car; fell, receiving slight injuries.

November 21. — Man, apparently intoxicated, fell from moving car, receiving slight injuries.

December 19. — Intoxicated man fell from moving car, receiving slight injuries.

June 8, 1898. — Man attempted to board moving car; slipped and received slight injury.

August 21. — A lady, in alighting from moving car, fell.

August 30. — Small child ran into moving car; was thrown to ground, receiving injuries.

September 5. — Man, apparently intoxicated, stepped in front of moving car; was struck and received slight injury.

September 10. — Lady, in alighting from moving car, fell.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH STREET RAILWAY COMPANY,

MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

S. Reed Anthony, *President*, 53 State Street, Boston, Mass. Philip L. Saltonstall, *Treasurer*, 53 State Street, Boston, Mass. F. L. Claffin, *Clerk of Corporation*, Marlborough, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

S. Reed Anthony, Boston, Mass. Philip L. Saltonstall, Boston, Mass. F. L. Claffin, Marlborough, Mass. O. P. Walker, Marlborough, Mass. L. F. Howe, Marlborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

S. REED ANTHONY,
PHILIP L. SALTONSTALL,
OREN P. WALKER,
LOUIS P. HOWE,

Directors.

PHILIP L. SALTONSTALL,

Treasurer.

H. E. BRADFORD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 16, 1898. Then personally appeared the above-named S. Reed Anthony and Philip L. Saltonstall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L P. SNOW,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. MARLBOROUGH, Nov. 17, 1898. Then personally appeared the above-named Oren P. Walker, Louis P. Howe and H. E. Bradford, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK L. CLAFLIN,

Justice of the Peace.

REPORT

OF THE

MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,040 10
Operating expenses,	667 32
GROSS INCOME ABOVE OPERATING EXPENSES,	\$372 78
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$357 00
Taxes,	167 81
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	524 81
Deficit for the year ending September 30, 1898,	\$151 53
Amount of surplus September 30, 1897,	573 68
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$422 15
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,040 10
GROSS EARNINGS FROM OPERATION,	\$1,040 10
EXPENSES OF OPERATION.	
General expenses : general office expenses and supplies,	\$17 20
Maintenance of roadway and buildings : repair of roadbed and track,	56 18
Transportation expenses :	
Cost of electric motive power,	352 00
Wages and compensation of persons employed in conducting transportation,	241 94
TOTAL OPERATING EXPENSES,	\$667 32
PROPERTY ACCOUNTS.	
Additions to railway : finishing work of 1897,	\$60 08
Additions to land and buildings : land necessary for operation of railway,	5,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$5,060 08

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$4,572 98	
Electric line construction, including poles, wiring, feeder lines, etc.,	830 58	
Engineering and other expenses incident to construction,	798 64	
TOTAL COST OF RAILWAY OWNED,		\$6,202 20
Cost of land and buildings: land necessary for operation of railway,		5,000 00
TOTAL PERMANENT INVESTMENTS,		\$11,202 20
Cash and current assets: cash,		546 20
TOTAL,		\$11,748 40
LIABILITIES.		CR.
Capital stock (amount paid in),		\$4,942 50
Current liabilities:		
Loans and notes payable,	\$5,600 00	
Audited vouchers and accounts,	896 44	
TOTAL CURRENT LIABILITIES,		5,996 44
Accrued liabilities:		
Interest accrued and not yet due,	\$312 00	
Taxes accrued and not yet due,	75 81	
TOTAL ACCRUED LIABILITIES,		387 81
Profit and Loss balance (surplus),		423 15
TOTAL,		\$11,748 40
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	12,000 00	
Amount paid in on shares not yet issued,		\$4,942 50

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	20,802
Number carried per mile of main railway track operated,	18,911
Number of round trips run,	2,608
Number of car miles run,	5,727
Average number of persons employed,	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	1.100 miles.
Total, computed as single track,	1.100 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located: Tisbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD STREET RAILWAY COMPANY,
21 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Josiah Quincy, *President*, City Hall, Boston, Mass. Wm. H. Gallison,
Treasurer and Clerk of Corporation, 36 Oliver Street, Boston, Mass. John A.
Duggan, *Superintendent*, 21 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Josiah Quincy, Boston, Mass. M. H. Curley, Boston, Mass. John R.
Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Fred H. Smith,
Quincy, Mass. J. H. Gilbert, Quincy, Mass. John A. Duggan, Atlantic,
Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

JOHN F. MERRILL,
JOHN R. GRAHAM,
JOHN A. DUGGAN,
JOHN H. GILBERT,
M. H. CURLEY,
FRED'K H. SMITH,
Directors.
WM. H. GALLISON,
Treasurer.
JOHN A. DUGGAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Nov. 15, 1898. Then personally appeared the above-
named John F. Merrill, John R. Graham, John A. Duggan, M. H. Curley and
Wm. H. Gallison, and severally made oath that the foregoing certificate by
them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,
Justice of the Peace.

REPORT

OF THE

MILFORD, HOLLISTON & FRAMINGHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$88,470 95
Operating expenses,	49,999 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$38,471 95
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,187 50
Interest and discount on unfunded debts and loans,	2,117 11
Taxes,	8,208 60
Other deductions from income: amusements,	1,717 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	18,280 21
Surplus for the year ending September 30, 1898,	\$20,241 74
Amount of surplus September 30, 1897,	481 67
	\$20,723 41
Credits to profit and loss account during the year: amount contributed by stockholders to make up impairment of capital,	\$50,000 00
Debits to profit and loss account during the year:	
Track construction, amount charged off for depreciation,	\$50,000 00
Commission allowed for sale of bonds,	3,300 00
TOTAL DEBITS,	53,300 00
NET AMOUNT DEBITED TO PROFIT AND LOSS,	3,300 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$17,423 41
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$88,288 39
Receipts from advertising in cars,	187 56
GROSS EARNINGS FROM OPERATION,	\$88,470 95

EXPENSES OF OPERATION.		
General expenses :		
Salaries of general officers and clerks,		\$2,070 66
General office expenses and supplies,		1,955 16
Insurance,		3,336 17
Maintenance of roadway and buildings :		
Repair of roadbed and track,		3,401 98
Repair of electric line construction,		578 18
Removal of snow and ice,		2,535 84
Repair of buildings,		59 64
Maintenance of equipment :		
Repair of cars and other vehicles,		2,650 10
Repair of electric equipment of cars,		2,215 87
Transportation expenses :		
Cost of electric motive power,		10,568 67
Wages and compensation of persons employed in conducting transportation,		19,711 89
Damages for injuries to persons and property,		217 50
Tolls for trackage over other railways,		11 77
Other transportation expenses : oil, waste, etc.,		685 62
TOTAL OPERATING EXPENSES,		\$49,999 00
PROPERTY ACCOUNTS.		
Additions to railway :		
Extension of tracks (length, 12,328.8 feet), also new work on midway extension,	\$41,233 72	
New electric line construction (length, 12,328.8 feet), and new feeder wire,	21,878 06	
Other additions to railway : legal and engineering expenses on Milford & Hopedale extension and purchase,	2,081 85	
TOTAL ADDITIONS TO RAILWAY,		\$65,143 18
Additions to equipment :		
Additional cars (6 in number),	\$6,692 51	
Electric equipment of same,	7,016 50	
Other additions to equipment : snow plough, tools, heaters, registers, scrapers, etc.,	2,691 60	
TOTAL ADDITIONS TO EQUIPMENT,		16,400 61
Additions to land and buildings :		
Additional land necessary for operation of railway,	\$640 80	
New electric power stations, including machinery, etc.,	65,754 24	
Other new buildings necessary for operation of railway,	10,568 60	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		76,958 64
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$158,502 88

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): track and roadway construction, amount charged off for depreciation,	\$50,000 00
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NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,*	\$108,502 88
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GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	\$192,778 64	
Electric line construction, including poles, wiring, feeder lines, etc.,	66,502 42	
Engineering and other expenses incident to construction,	5,897 27	
TOTAL COST OF RAILWAY OWNED,		\$265,178 33
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$25,961 71	
Electric equipment of same,	24,345 04	
Other items of equipment: snow ploughs, tools, etc.,	10,154 45	
TOTAL COST OF EQUIPMENT OWNED,		60,461 20
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,169 47	
Electric power stations, including equipment,	65,754 24	
Other buildings necessary for operation of railway,	15,667 51	
TOTAL COST OF LAND AND BUILDINGS OWNED,		82,591 22
TOTAL PERMANENT INVESTMENTS,		\$408,230 75
Cash and current assets:		
Cash,	\$4,267 70	
Other cash and current assets:		
Prepaid interest,	137 50	
Prepaid insurance,	2,940 00	
TOTAL CASH AND CURRENT ASSETS,		7,345 20
Miscellaneous assets: materials and supplies,		2,303 93
TOTAL,		\$417,879 88

* The property accounts of the Milford, Holliston & Framingham Street Railway Company were increased by the purchase of the Milford & Hopedale Street Railway Company December 1, 1897, as authorized by the Board of Railroad Commissioners November 15, 1897, \$122,496 88

Subdivided as follows:—

Track and roadway construction,	\$33,051 41
Line construction,	4,292 22
Legal and engineering expenses,	610 50
Car bodies and trucks,	4,586 83
Electric equipment,	3,587 18
Sundry equipment,	1,023 74
Land,	640 80
Power station,	64,621 84
Buildings,	10,082 41

LIABILITIES.		Cr.
Capital stock,		\$210,000 00
Funded debt,		165,000 00
Current liabilities:		
Loans and notes payable,	\$20,000 00	
Audited vouchers and accounts,	3,393 97	
TOTAL CURRENT LIABILITIES,		23,393 97
Accrued liabilities: interest accrued and not yet due,		2,062 50
Profit and Loss balance (surplus),		17,423 41
TOTAL,		\$417,879 88

CAPITAL STOCK.		
Capital stock authorized by law,	\$210,000 00	
Capital stock authorized by votes of company,	210,000 00	
Capital stock issued and outstanding,		\$210,000 00
Number of shares issued and outstanding,	2,100	
Number of stockholders,	25	
Number of stockholders in Massachusetts,	22	
Amount of stock held in Massachusetts,	\$174,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Jan. 1, 1916,	\$165,000 00	\$4,167 50

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,668,831
Number carried per mile of main railway track operated,	82,051
Number of round trips run,	18,745
Number of car miles run,	465,991
Average number of persons employed,	50

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	9
Open passenger cars equipped for electric power,	15
TOTAL PASSENGER CARS OF ALL KINDS,	24
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	24
Number of cars equipped with heaters (electric),	10
Snow ploughs (electric, 3; horse, 3),	6
Other highway vehicles: open buggy, trolley wagon and express wagon,	3
Electric motors,	50
Horses,	2
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 20.314	Miles. .025	Miles. 20.339
Length of sidings, switches, etc., . . . . .	.231	-	.231
TOTAL, COMPUTED AS SINGLE TRACK,	20.545	.025	20.570

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,928 miles.
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System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Milford, Hopedale, Holliston, Ashland, South Framingham, Medway and Bellingham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New England Railroad, Milford,	1	1
With Boston & Albany Railroad, Hollis Street, South Framingham,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

GENERAL REMARKS AND EXPLANATIONS.

The Milford & Hopedale Street Railway Company was purchased by this company December 1, 1897, under terms authorized by the Board of Railroad Commissioners November 15, 1897.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	1	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	5	1	-	1	5
TOTALS,	-	7	1	1	1	8

STATEMENT OF EACH ACCIDENT.

Oct. 16, 1897. — Carriage struck by car, slightly shaking up occupants.

October 20. — Patrick Mulrain, while intoxicated, struck by car and died from injuries received.

November 2. — Horse, frightened by car, tipped over carriage, slightly shaking up occupants.

May 21, 1898. — Car left track, slightly injuring two passengers.

August 20. — Car frightened horse; driver thrown from wagon and rendered unconscious for a short time.

September 18. — Man stepped from moving car and was slightly shaken up.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, HOLLISTON & FRAMINGHAM STREET RAILWAY
COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. George B. Larrabee, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. George A. Butman, Malden, Mass. Washington G. Benedict, Boston, Mass. Ewen R. McPherson, Cambridge, Mass. Albion B. Turner, Boston, Mass. Charles E. Barnes, Plymouth, Mass. John H. Cunningham, Chelsea, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
E. R. MCPHERSON,
J. H. CUNNINGHAM,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
GEO. B. LARRABEE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1898. Then personally appeared the above-named J. H. Cunningham and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THEODORE P. DRESSER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1898. Then personally appeared the within-named Chas. E. Barnes and E. R. McPherson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,

Justice of the Peace.

REPORT

OF THE

MILFORD & HOPEDALE STREET RAILWAY COMPANY

FOR THE YEAR ENDING NOVEMBER 30, 1897.

[Consolidated with the Milford, Holliston & Framingham December 1, 1897.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,873 06
Operating expenses,	2,101 15
GROSS DEFICIT ABOVE OPERATING EXPENSES, . .	\$228 09
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$28 17
Taxes,	185 87
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	218 54
Deficit for the two months ending November 30, 1897, . .	\$441 63
Amount of surplus September 30, 1897,	\$441 63
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,873 06
GROSS EARNINGS FROM OPERATION,	\$1,873 06
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$37 70
General office expenses and supplies,	62 54
Insurance,	351 73
Maintenance of roadway and buildings :	
Repair of roadbed and track,	88 85
Repair of electric line construction,	16 83
Removal of snow and ice,	59
Repair of buildings,	1 22
Maintenance of equipment :	
Repair of cars and other vehicles,	137 85
Repair of electric equipment of cars,	77 50

Transportation expenses :	
Cost of electric motive power,	\$907 97
Wages and compensation of persons employed in conducting transportation,	406 75
Other transportation expenses: oil, waste, etc.,	12 10
TOTAL OPERATING EXPENSES,	\$2,101 15

PROPERTY ACCOUNTS.	
Additions to railway: legal and engineering expenses on account of construction,	\$200 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$200 00

GENERAL BALANCE SHEET NOVEMBER 30, 1897.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$88,051 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	4,292 22	
Engineering and other expenses incident to construction,	610 50	
TOTAL COST OF RAILWAY OWNED,		\$37,954 13
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,586 83	
Electric equipment of same,	3,587 13	
Other items of equipment: snow plough, tools, etc.,	1,023 74	
TOTAL COST OF EQUIPMENT OWNED,		9,197 70
Cost of land and buildings:		
Land necessary for operation of railway,	\$640 80	
Electric power stations, including equipment,	64,621 84	
Other buildings necessary for operation of railway,	10,082 41	
TOTAL COST OF LAND AND BUILDINGS OWNED,		75,345 05
TOTAL PERMANENT INVESTMENTS,		\$122,496 88
Cash and current assets: cash,		4,503 12
TOTAL,		\$127,000 00
LIABILITIES.		Cr.
Capital stock,		\$60,000 00
Current liabilities:		
Loans and notes payable,	\$60,957 98	
Audited vouchers and accounts,	8,042 02	
TOTAL CURRENT LIABILITIES,		67,000 00
TOTAL,		\$127,000 00

CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$59,000 00	

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	37,461
Number carried per mile of main railway track operated,	16,430
Number of round trips run,	2,115
Number of car miles run,	10,624
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.	
Box-passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	2
TOTAL PASSENGER CARS OF ALL KINDS,	5
Number of cars equipped with fenders,	5
Number of cars equipped with heaters (electric),	3
Snow ploughs (electric),	1
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line,	2.280 miles.
Length of sidings, switches, etc., . . . . .	.160 "
Total, computed as single track,	2.440 "

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Milford and Hopedale.

GRADE CROSSINGS WITH RAILROADS.		
GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New England Railroad, Main Street, Milford,	1	1

Number of above crossings at which frogs are inserted in the tracks, 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & HOPEDALE STREET RAILWAY COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Geo. B. Larrabee, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. George A. Butman, Malden, Mass. Washington G. Benedict, Boston, Mass. Walter F. Ford, Boston, Mass. John H. Cunningham, Chelsea, Mass. Charles E. Barnes, Plymouth, Mass. Ewen R. McPherson, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
E. R. MCPHERSON,
J. H. CUNNINGHAM,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
GEO. B. LARRABEE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1898. Then personally appeared the above-named J. H. Cunningham and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, THEODORE P. DRESSER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1898. Then personally appeared the within-named Chas. E. Barnes and E. R. McPherson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

MT. TOM RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Holyoke.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$6,000 00
Dividends declared (6 per cent),	\$6,000 00
Amount of surplus September 30, 1897,	\$564 41
Debits to profit and loss account during the year:	
Auditor's fees,	\$10 00
Filing corporation returns, May 1, 1898,	5 00
TOTAL DEBITS,	15 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$549 41
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
TOTAL COST OF RAILWAY OWNED,	\$58,216 46
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	4,900 00
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED,	36,883 54
TOTAL PERMANENT INVESTMENTS,	\$100,000 00
Cash and current assets: cash,	549 41
TOTAL,	\$100,549 41
LIABILITIES.	CR.
Capital stock,	\$100,000 00
Profit and Loss balance (surplus),	549 41
TOTAL,	\$100,549 41

CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$100,000 00	
Capital stock authorized by votes of company, . . .	100,000 00	
Capital stock issued and outstanding, . . .		\$100,000 00
Number of shares issued and outstanding, . . .	1,000	
Number of stockholders, . . .	102	
Number of stockholders in Massachusetts, . . .	96	
Amount of stock held in Massachusetts, . . .	\$98,900 00	

RAILWAY OWNED.		
Length of railway line, . . . . .		.900 miles.
Length of sidings, switches, etc., . . . . .		.100 "
Total, computed as single track,		1.000 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.		
Length of railway line, . . . . .		.900 mile.
Total length of main track, . . . . .		.900 "

Names of the several cities and towns in which the railway owned by the company is located: Northampton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MT. TOM RAILROAD COMPANY,
HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President*, Holyoke, Mass. William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Robert B. Johnson, Holyoke, Mass.
H. O. Hastings, Holyoke, Mass. Frederick Harris, Springfield, Mass. Geo.
S. Graves, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. LOOMIS,
R. B. JOHNSON,
FREDERICK HARRIS,
H. O. HASTINGS,
Directors.
WILLIAM R. HILL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 25, 1898. Then personally appeared the above-named Wm. S. Loomis, R. B. Johnson, Frederick Harris and H. O. Hastings, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 29, 1898. Then personally appeared the above-named William R. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WM. HAMILTON,

Justice of the Peace.

REPORT

OF THE

MYSTIC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$18,578 80
Operating expenses,	11,088 20
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,490 60
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and	
loans,	\$1,297 87
Taxes,	470 70
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	1,768 57
Surplus for the year ending September 30, 1898,	\$722 08
Amount of surplus September 30, 1897,	842 92
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$1,564 95
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$13,473 95
Receipts from tolls for use of tracks by other companies, .	104 85
GROSS EARNINGS FROM OPERATION,	\$13,578 80
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$841 28
General office expenses and supplies,	420 33
Insurance,	296 75
Maintenance of roadway and buildings:	
Repair of roadbed and track,	350 83
Repair of electric line construction,	46 63
Removal of snow and ice,	664 76
Maintenance of equipment:	
Repair of cars and other vehicles,	324 81
Repair of electric equipment of cars,	569 84

Transportation expenses:		
Cost of electric motive power,		\$3,237 60
Wages and compensation of persons employed in conducting transportation,		4,321 20
Damages for injuries to persons and property,		4 80
Other transportation expenses: oil, waste, etc.,		9 37
TOTAL OPERATING EXPENSES,		\$11,088 20
PROPERTY ACCOUNTS.		
Additions to railway:		
New work on railroad crossing at Winchester,	\$1,081 32	
New electric line construction (new feeder wire),	3,159 74	
Other additions to railway: legal and engineering expenses,	183 80	
TOTAL ADDITIONS TO RAILWAY,		\$4,424 86
Additions to equipment:		
Car signs, etc.,	\$175 00	
Electric equipment,	800 00	
Other additions to equipment: tools,	67 50	
TOTAL ADDITIONS TO EQUIPMENT,		1,042 50
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$5,467 36
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$43,006 33	
Electric line construction, including poles, wiring, feeder lines, etc.,	11,717 22	
Engineering and other expenses incident to construction,	2,656 05	
TOTAL COST OF RAILWAY OWNED,		\$57,379 60
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,424 85	
Electric equipment of same,	2,954 30	
Other items of equipment: snow plough, registers, etc.,	1,017 37	
TOTAL COST OF EQUIPMENT OWNED,		7,396 52
TOTAL PERMANENT INVESTMENTS,		\$64,776 12
Cash and current assets:		
Cash,	\$5,878 79	
Bills and accounts receivable,	1,500 00	
Other cash and current assets:		
Prepaid insurance,	129 00	
Prepaid interest,	481 00	
TOTAL CASH AND CURRENT ASSETS,		7,988 79
TOTAL,		\$72,764 91

LIABILITIES.		Cr.	
Capital stock,			\$40,000 00
Current liabilities:			
Loans and notes payable,	\$30,100 00		
Audited vouchers and accounts,	1,099 96		
TOTAL CURRENT LIABILITIES,			31,199 96
Profit and Loss balance (surplus),			1,564 95
TOTAL,			\$72,764 91
CAPITAL STOCK.			
Capital stock authorized by law,	\$40,000 00		
Capital stock authorized by votes of company,	40,000 00		
Capital stock issued and outstanding,			\$40,000 00
Number of shares issued and outstanding,	400		
Number of stockholders,	11		
Number of stockholders in Massachusetts,	10		
Amount of stock held in Massachusetts,	\$30,500 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	270,029
Number carried per mile of main railway track operated,	81,481
Number of round trips run,	12,301
Number of car miles run,	73,938
Average number of persons employed,	11

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	1
Open passenger cars equipped for electric power,	2
TOTAL PASSENGER CARS OF ALL KINDS,	3
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	3
Number of cars equipped with heaters (electric),	1
Snow ploughs (electric),	1
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	3.314 miles.
Length of sidings, switches, etc., . . . . .	.082 "
Total, computed as single track,	3.396 "

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Stoneham and Winchester.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACES AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Boston & Maine Railroad, Winchester Square, Winchester, .	4	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	2	-	-	-	2

STATEMENT OF EACH ACCIDENT.

June 6, 1898. — Conductor fell from car and sprained knee.

June 26. — Woman pushed from car; ankle injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MYSTIC VALLEY STREET RAILWAY COMPANY,
WAKEFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. James F. Shaw, *Vice-President, Treasurer and General Manager*, 53 State Street, Boston, Mass. George A. Butman, *Clerk of Corporation*, 53 State Street, Boston, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. James F. Shaw, Newburyport, Mass. George A. Butman, Malden, Mass. Phineas W. Sprague, Malden, Mass. H. Fisher Eldredge, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
JAS. F. SHAW,
GEO. A. BUTMAN,

Directors.

JAS. F. SHAW,

Treasurer.

CHAS. F. HEATH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman and Chas. F. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

REPORT

OF THE

NANTASKET ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING FEBRUARY 28, 1898.

[Tracks used by the Hingham. Consolidated with the Hingham March 1, 1898.]

GENERAL BALANCE SHEET FEBRUARY 28, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$24,414 82	
Electric line construction, including poles, wiring, feeder lines, etc.,	3,913 31	
Engineering and other expenses incident to construction,	712 18	
TOTAL COST OF RAILWAY OWNED,		\$29,040 31
Cash and current assets:		
Cash,	\$43 45	
Bills and accounts receivable,	3,516 30	
TOTAL CASH AND CURRENT ASSETS,		3,559 75
TOTAL,		\$32,600 06
LIABILITIES.		Cr.
Capital stock,		\$12,500 00
Current liabilities:		
Loans and notes payable,	\$353 00	
Miscellaneous current liabilities:		
Interest,	819 91	
Construction account,	16,898 18	
TOTAL CURRENT LIABILITIES,		17,571 04
Profit and Loss balance (surplus),		2,529 02
TOTAL,		\$32,600 06
CAPITAL STOCK.		
Capital stock authorized by law,	\$12,500 00	
Capital stock authorized by votes of company,	12,500 00	
Capital stock issued and outstanding,		\$12,500 00
Number of shares issued and outstanding,	125	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	1	
Amount of stock held in Massachusetts,	\$100 00	

RAILWAY OWNED.	
Length of railway line,	1.615 miles.
Length of second main track, . . . . .	.474 "
Total length of main track,	2.089 "
Length of sidings, switches, etc., . . . . .	.124 "
Total, computed as single track,	2.218 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTASKET ELECTRIC STREET RAILWAY COMPANY,
HINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David Pepper, Jr., *President*, 1414 South Penn Square, Philadelphia, Pa.
Albert L. Register, *Treasurer and Clerk of Corporation*, 1414 South Penn.
Square, Philadelphia, Pa. Arthur H. Brooks, *General Counsel*, 58 State Street,
Boston, Mass. Gardner F. Wells, *Superintendent*, Hingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David Pepper, Jr., 1827 Spruce Street, Philadelphia, Pa. Albert L. Register,
Wynnewood, Pa. C. Walter Palmer, 2420 North 81st Street, Philadelphia, Pa.
J. DeW. Duncan, 708 Tremont Place, Philadelphia, Pa. Gardner F. Wells,
Hingham, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

DAVID PEPPER, JR.,
ALBERT L. REGISTER,
J. DEW. DUNCAN,
GARDNER F. WELLS,
Directors.
ALBERT L. REGISTER,
Treasurer.
GARDNER F. WELLS,
Superintendent.

STATE OF PENNSYLVANIA.

COUNTY OF PHILADELPHIA, ss. OCT. 28, 1898. Then personally appeared
the above-named David Pepper, Jr., Albert L. Register and J. DeW. Duncan,
and severally made oath that the foregoing certificate by them subscribed is,
to the best of their knowledge and belief, true.

Before me,

JOSEPH W. SHANNON,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1898. Then personally appeared the above-named
Gardner F. Wells, and made oath that the foregoing certificate by him sub-
scribed is, to the best of his knowledge and belief, true.

Before me,

ARTHUR H. BROOKS,
Notary Public.

REPORT

OF THE

NATICK & COCHITUATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$55,490 37
Operating expenses,	46,928 96
GROSS INCOME ABOVE OPERATING EXPENSES,	\$8,561 41
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$628 59
Taxes,	1,658 98
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,287 57
NET DIVISIBLE INCOME,	\$6,273 84
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1898,	\$273 84
Amount of surplus September 30, 1897,	9,436 72
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$9,710 56
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$55,070 67
Receipts from carriage of mails,	190 20
Receipts from advertising in cars,	166 00
Other earnings from operation: miscellaneous,	63 50
GROSS EARNINGS FROM OPERATION,	\$55,490 37
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,069 00
General office expenses and supplies,	565 18
Legal expenses,	830 24
Insurance,	311 10
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,764 58
Repair of electric line construction,	2,367 31
Removal of snow and ice,	731 69
Repair of buildings,	2,410 00

Maintenance of equipment:		
Repair of cars and other vehicles,		\$5,229 20
Repair of electric equipment of cars,		4,098 75
Transportation expenses:		
Cost of electric motive power,		8,861 49
Wages and compensation of persons employed in conducting transportation,		12,825 42
Damages for injuries to persons and property,		4,480 00
TOTAL OPERATING EXPENSES,		\$46,928 96
<hr/>		
PROPERTY ACCOUNTS.		
Additions to land and buildings: additional land necessary for operation of railway,		
		\$470 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$470 00
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$70,610 80	
Electric line construction, including poles, wiring, feeder lines, etc.,	15,157 25	
Engineering and other expenses incident to construction,	675 00	
TOTAL COST OF RAILWAY OWNED,		\$86,443 05
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,000 00	
Electric equipment of same,	15,985 18	
Horses,	80 46	
TOTAL COST OF EQUIPMENT OWNED,		29,965 64
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,970 00	
Buildings necessary for operation of railway,	6,720 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,690 00
TOTAL PERMANENT INVESTMENTS,		\$126,098 69
Cash and current assets: cash,		768 05
TOTAL,		\$126,861 74
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Current liabilities:		
Loans and notes payable,	\$17,000 00	
Miscellaneous current liabilities: unredeemed tickets,	151 18	
TOTAL CURRENT LIABILITIES,		17,151 18
Profit and Loss balance (surplus),		9,710 56
TOTAL,		\$126,861 74

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	128	
Number of stockholders in Massachusetts,	125	
Amount of stock held in Massachusetts,	\$99,900 00	

VOLUME OF TRAFFIC, ETC.		
Number of passengers paying revenue carried during the year,		1,089,877
Number carried per mile of main railway track operated,		99,080
Number of round trips run,		26,648
Number of car miles run,		257,772
Average number of persons employed,		30

DESCRIPTION OF EQUIPMENT.		
Box passenger cars equipped for electric power,		9
Open passenger cars equipped for electric power,		10
TOTAL PASSENGER CARS OF ALL KINDS,		19
Construction, repair and other work cars,		1
Number of all above cars with 6 wheels,		16
Number of all above cars with 8 wheels,		3
Number of cars equipped with fenders,		19
Number of cars equipped with heaters (electric, 2; stoves, 5),		7
Snow ploughs (electric),		2
Electric motors,		31
Horses,		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).		
Length of railway line,		11.000 miles.
Length of sidings, switches, etc., . . . . .		.500 "
Total, computed as single track,		11.500 "

System of electric motive power in use by the company: single trolley; Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Wayland, Wellesley and Framingham.

GRADE CROSSINGS WITH RAILROADS.

CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad, at Central Street, Wellesley (side track),	1	1
With Boston & Albany Railroad, at Washington Street, Wellesley (side track),	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,
NATICK, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harrison Harwood, *President*, Natick, Mass. Robert W. Harwood, *Treasurer*, Natick, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass. P. H. Cooney, *General Counsel*, Natick, Mass. George F. Keep, *Superintendent*, Natick, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harrison Harwood, Natick, Mass. Frank H. Hayes, Natick, Mass. Charles A. Pooke, Natick, Mass. Stephen W. Holmes, Natick, Mass. Robert W. Harwood, Natick, Mass. Oliver A. Felch, North Natick, Mass. George F. Keep, Cochituate, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRISON HARWOOD,
OLIVER A. FELCH,
FRANK H. HAYES,
ROBERT W. HARWOOD,
GEO. F. KEEP,
Directors.
R. W. HARWOOD,
Treasurer.
GEO. F. KEEP,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. NATICK, Oct. 28, 1898. Then personally appeared the above-named Harrison Harwood, Oliver A. Felch, Frank H. Hayes, Robert W. Harwood and Geo. F. Keep, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STEPHEN W. HOLMES,
Justice of the Peace.

REPORT

OF THE

NEWBURYPORT & AMESBURY HORSE RAILROAD
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$59,892 15
Operating expenses,	54,928 83
Gross income above operating expenses,	\$4,963 33
Charges upon income accrued during the year:	
Interest on funded debt,	\$9,150 00
Interest and discount on unfunded debts and loans,	6,536 84
Taxes,	792 79
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	16,479 63
Deficit for the year ending September 30, 1898,	\$11,516 30
Amount of deficit September 30, 1897,	3,918 29
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$15,435 59
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$56,982 61
Receipts from tolls for use of tracks by other companies,	2,032 29
Receipts from rentals of buildings and other property,	466 10
Receipts from advertising in cars,	290 00
Other earnings from operation: receipts from weighing machines, sale of manure, etc.,	121 15
GROSS EARNINGS FROM OPERATION,	\$59,892 15
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,904 08
General office expenses and supplies,	419 61
Insurance,	1,765 55
Other general expenses: telephones, printing, travelling expenses, inspectors, engineers and sundries,	5,184 68

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$7,056 02
Repair of electric line construction,	1,849 78
Removal of snow and ice,	2,578 70
Repair of buildings,	173 81
Maintenance of equipment:	
Repair of cars and other vehicles,	3,542 89
Repair of electric equipment of cars,	3,846 11
Transportation expenses:	
Cost of electric motive power,	6,620 07
Provender for horses,	383 77
Wages and compensation of persons employed in conducting transportation,	17,556 10
Damages for injuries to persons and property,	385 73
Tolls for trackage over other railways,	629 52
Rentals of buildings and other property,	480 16
Other transportation expenses: repairs of steam plant, \$1,493.85; repairs of electric plant, \$24.35; straw and miscellaneous car expenses, \$134.54,	1,652 74
TOTAL OPERATING EXPENSES,	\$54,928 82

PROPERTY ACCOUNTS.

Additions to railway: rails, ties, stone, poles and other material used for extension, shown in 1897 report, bills received after September 30, 1897,	\$1,463 98
Additions to equipment: new electric headlights,	64 00
Additions to land and buildings: new electric power stations, including machinery, etc.,	545 74
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$2,073 72
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): generators disposed of,	900 00
NET ADDITIONS TO PROPERTY ACCOUNTS FOR THE YEAR,	\$1,173 72

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.
Cost of railway:	
TOTAL COST OF RAILWAY OWNED,	\$332,371 83
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	171,899 65
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED,	44,744 26
TOTAL PERMANENT INVESTMENTS,	\$548,515 74
Cash and current assets:	
Cash,	\$2,007 85
Bills and accounts receivable,	10,528 32
TOTAL CASH AND CURRENT ASSETS,	12,536 17
Miscellaneous assets: materials and supplies,	8,808 47
Profit and Loss balance (deficit),	15,429 59
TOTAL,	\$585,289 97

LIABILITIES.				CR.	
Capital stock,					\$80,000 00
Funded debt,					358,000 00
Current liabilities:					
Loans and notes payable,			\$140,952 78		
Audited vouchers and accounts,			6,837 19		
TOTAL CURRENT LIABILITIES,					147,289 97
TOTAL,					\$585,289 97

CAPITAL STOCK.				
Capital stock authorized by law,			\$80,000 00	
Capital stock authorized by votes of company,			80,000 00	
Capital stock issued and outstanding,				\$80,000 00
Number of shares issued and outstanding,			800	
Number of stockholders,			30	
Number of stockholders in Massachusetts,			30	
Amount of stock held in Massachusetts,			\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	March 1, 1912,	\$350,000 00	\$8,750 00
Debenture bonds,	5	April 1, 1907,	8,000 00	400 00
Coupon notes,	6	Jan. 1, 1912,	200,000 00	-
Less \$8,000 coupon notes held for redemption of debenture bonds, and \$192,000 coupon notes delivered to Charles Odell, with right to purchase or sell same, and until such purchase or sale to hold as collateral security for his endorsements for the company,			\$558,000 00	
			200,000 00	-
TOTALS,			\$358,000 00	\$9,150 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,139,652
Number carried per mile of main railway track operated,	62,015
Number of round trips run,	26,671
Number of car miles run,	320,056
Average number of persons employed,	50

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	11	
Open passenger cars equipped for electric power,	15	
Total,		26
Box passenger cars equipped for horse power,	1	
Open passenger cars equipped for horse power,	7	
Total,		8
TOTAL PASSENGER CARS OF ALL KINDS,		34

Construction, repair and other work cars,	1
Number of cars equipped with fenders,	15
Number of cars equipped with heaters (electric, 11; stoves, 1),	12
Snow ploughs (electric, 4; horse, 1),	5
Barges and omnibuses,	2
Carts and snow sleds,	4
Other highway vehicles: Goddard buggy, Concord wagon, express wagon, flat wagon and line wagon.	
Electric motors,	32
Horses,	5
Harnesses (double, 2; single, 2),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.877 miles.
Length of sidings, switches, etc.,	1.734 "
Total, computed as single track,	20.111 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newburyport, Amesbury, Merrimac and Newbury.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz : With Boston & Maine Railroad,	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	4	-	5
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	1	-	2
TOTALS,	-	2	-	5	-	7

STATEMENT OF EACH ACCIDENT.

May 23, 1898. — Boy stepped backward from moving car and was somewhat hurt about the head.

May 30. — Car left the irons and struck an organ grinder; foot hurt and claimed internal injuries.

July 2. — Man, intoxicated, fell from moving car; slightly injured.

August 20. — Man, intoxicated, lying beside track, was struck by car; slightly injured and clothing torn.

August 23. — Lady stepped backward from moving car and was badly shaken up.

September 1. — Man thrown from seat in car to ground by car leaving irons.

September 2. — Lady stepped backward from moving car and was knocked insensible.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY,
NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Odell, *President*, Salem, Mass. Thos. H. Johnson, *Vice-President*, Salem, Mass. Ralph G. Calef, *Treasurer and Clerk of Corporation*, Newburyport, Mass. Henry P. Moulton, *General Counsel*, Salem, Mass. C. Fred Dennis, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Odell, Salem, Mass. Thomas H. Johnson, Salem, Mass. Rufus H. Brown, Peabody, Mass. John M. Anderson, Hamilton, Mass. George H. Stevens, Newburyport, Mass. Charles H. Odell, Salem, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES ODELL,
CHARLES H. ODELL,
RUFUS H. BROWN,
THOS. H. JOHNSON,
GEORGE H. STEVENS,
Directors.
RALPH G. CALEF,
Treasurer.
C. FRED DENNIS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NEWBURYPORT, Nov. 4, 1898. Then personally appeared the above-named George H. Stevens (director), Ralph G. Calef (treasurer) and C. Fred Dennis (superintendent), and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. V. FELKER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, Nov. 11, 1898. Then personally appeared the above-named Charles Odell, Charles H. Odell, Rufus H. Brown and Thomas H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR A. FORNESS,
Justice of the Peace.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$95,820 69
Operating expenses,	64,889 27
GROSS INCOME ABOVE OPERATING EXPENSES,	\$31,431 42
Charges upon income accrued during the year:	
Interest on funded debt, \$6,750 00	
Interest on unfunded debts and loans, 4,409 40	
Taxes, 8,179 42	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	14,838 82
NET DIVISIBLE INCOME,	\$17,092 60
Dividends declared (8 per cent on \$210,000),	16,800 00
Surplus for the year ending September 30, 1898,	\$292 60
Amount of surplus September 30, 1897,	20,861 73
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$21,154 32
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$91,465 19
Receipts from carriage of express and parcels,	36 00
Receipts from tolls for use of tracks by other companies,	2,734 42
Receipts from rentals of buildings and other property,	780 00
Receipts from advertising in cars,	500 04
Receipts from interest on deposits,	66 58
Other earnings from operation: old iron and copper, etc.,	288 46
GROSS EARNINGS FROM OPERATION,	\$95,820 69
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$6,175 68
General office expenses and supplies,	805 05
Legal expenses,	550 00
Insurance,	591 84
Other general expenses: miscellaneous expenses, engineering, plans, music and public celebrations,	2,153 73

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$1,221 49
Repair of electric line construction,	925 40
Removal of snow and ice,	8,147 52
Repair of buildings,	204 48
Maintenance of equipment:	
Repair of cars and other vehicles,	3,477 64
Repair of electric equipment of cars,	2,232 46
Transportation expenses:	
Cost of electric motive power, \$11,818.39; less power sold, \$2,064.81; net,	9,753 58
Provender for horses,	273 99
Wages and compensation of persons employed in conduct- ing transportation,	28,123 87
Damages for injuries to persons and property (accident fund),	1,712 57
Tolls for trackage over other railways,	2,597 47
Other transportation expenses: oil, grease, fuel and lamps,	442 50
TOTAL OPERATING EXPENSES,	\$64,389 27

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 4,917 feet),	\$30,518 99
New electric line construction (length, 4,917 feet),	805 61
Other additions to railway: engineering, etc.,	1,255 47
TOTAL ADDITIONS TO RAILWAY,*	\$32,580 07
Additions to equipment:	
Additional cars (1 in number),	\$1,213 42
Electric equipment of same,	1,747 65
TOTAL ADDITIONS TO EQUIPMENT,	2,961 07
Additions to other permanent property: paid city of Newton for street widening,	7,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$42,541 14

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$209,797 18	
Electric line construction, including poles, wiring, feeder lines, etc.,	44,546 42	
Interest accrued during construction of rail- way,	2,766 18	
Engineering and other expenses incident to construction,	14,587 06	
Other items of railway cost: purchase Wal- tham & Newton Railway,	45,582 56	
TOTAL COST OF RAILWAY OWNED,		\$317,279 40
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$62,768 28	
Electric equipment of same,	31,248 73	
TOTAL COST OF EQUIPMENT OWNED,		94,017 01

* \$23,443.75 was paid for unfinished lines of last year.

Cost of land and buildings: land necessary for operation of
 railway,
 Other permanent property: paid city of Newton for widening
 Lexington Street, Auburndale,

TOTAL PERMANENT INVESTMENTS,
 Cash and current assets: cash,

TOTAL,

LIABILITIES.

CR.

Capital stock,
 Amount paid in on new stock not yet issued,

TOTAL CAPITAL STOCK,
 Funded debt,

Current liabilities:

Loans and notes payable, \$10,000 00

Miscellaneous current liabilities: due Wal-
 tham & Newton Street Railway Com-
 pany, 80 00

TOTAL CURRENT LIABILITIES,
 Profit and Loss balance (surplus),

TOTAL,

CAPITAL STOCK.

Capital stock authorized by law, \$315,000 00
 Capital stock authorized by votes of company, 315,000 00
 Capital stock issued and outstanding,
 Amount paid in on 1,050 shares not yet issued,

TOTAL CAPITAL STOCK LIABILITY,

Number of shares issued and outstanding, 2,100
 Number of stockholders, 73
 Number of stockholders in Massachusetts, 71
 Amount of stock held in Massachusetts, \$208,300 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstandi
Mortgage bonds,	Per Cent. 5	1912, . . .	\$135,000

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,
 Number carried per mile of main railway track operated,
 Number of round trips run,
 Number of car miles run,
 Average number of persons employed,

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	14	
Open passenger cars equipped for electric power, . . .	18	
Total, . . .		32
Box passenger cars equipped for horse power, . . .		2
TOTAL PASSENGER CARS OF ALL KINDS, . . .		34
Construction, repair and other work cars, . . .		1
Number of all above cars with 8 wheels, . . .		1
Number of cars equipped with fenders, . . .		32
Number of cars equipped with heaters (electric), . . .		13
Snow ploughs (electric), . . .		3
Carts and snow sleds, . . .		1
Other highway vehicles: 3 snow levellers, 1 tower wagon, 1 heavy wagon, 1 express wagon, 1 democrat wagon, 1 pung, . . .		8
Electric motors, . . .		33
Horses, . . .		2
Harnesses (double, 2; single, 3), . . .		5

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . .	Miles. 13.296	Miles. 2.490	Miles. 15.786
Length of sidings, switches, etc., . . .	.568	-	.568
TOTAL, COMPUTED AS SINGLE TRACK, . . .	13.864	2.490	16.354

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Fitchburg Railroad, at Moody Street, Waltham, . . .	3	1
With Fitchburg Railroad, at Main Street, Waltham, . . .	2	1
With Fitchburg Railroad, at River Street, Waltham, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . .	7	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	3	1	3
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	5	-	5
TOTALS,	-	-	1	9	1	9

STATEMENT OF EACH ACCIDENT.

Oct. 3, 1897. — Fatal accident to a man at Bemis; jumped from moving car, struck on his head and died three hours later.

October 17. — Little boy, stealing a ride on a car, fell off; car ran over his foot.

December 22. — Collision of car and wagon at Pine Street, West Newton; one man injured.

April 14, 1898. — Buggy collided with motionless car; man, woman and baby thrown out of team.

May 15. — One of our conductors came in contact with a pole at Adams Street while on duty on car and was thrown to the ground.

June 15. — Old lady stepped off moving car and fell; collar bone claimed to have been broken.

August 5. — Collision of car and farm wagon at Waltham; farm wagon damaged quite badly; driver claimed to have broken one leg; taken to hospital.

September 17. — Man jumped off moving car and fell; hurt his elbow, hip, arm and one leg.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,
WEST NEWTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Winthrop Coffin, *President*, 60 State Street, Boston, Mass. Ephraim Stearns, *Vice-President*, 87 Lincoln Street, Boston, Mass. Charles W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. John C. Lane, *Clerk of Corporation*, 28 State Street, Boston, Mass. Francis G. L. Henderson, *Superintendent*, West Newton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Winthrop Coffin, Brookline, Mass. Charles W. Smith, Boston, Mass. George W. Morse, Newtonville, Mass. Ephraim Stearns, Waltham, Mass. Thomas P. Smith, Waltham, Mass. John W. Weeks, West Newton, Mass. Sydney Harwood, Newton, Mass. Samuel Farquhar, Newton, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. W. MORSE,
CHAS. W. SMITH,
ALDEN E. VILES,
SYDNEY HARWOOD,
EPHRAIM STEARNS,
WINTHROP COFFIN,

Directors.

CHAS. W. SMITH,

Treasurer.

F. G. L. HENDERSON,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. NEWTON, Oct. 27, 1898. Then personally appeared the above-named George W. Morse, Charles W. Smith, Alden E. Viles, Sydney Harwood, Ephraim Stearns, Winthrop Coffin and F. G. L. Henderson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN C. LANE,

Justice of the Peace.

REPORT

OF THE

NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$65,369 04
Operating expenses,	46,568 32
GROSS INCOME ABOVE OPERATING EXPENSES,	\$18,800 72
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,250 00
Interest and discount on unfunded debts and loans,	2,502 32
Taxes,	1,510 32
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	10,262 64
NET DIVISIBLE INCOME,	\$8,538 08
Dividends declared:	
5 per cent on \$175,000,	\$8,750 00
1½ per cent on \$25,000,	312 50
TOTAL DIVIDENDS DECLARED,	9,062 50
Deficit for the year ending September 30, 1898,	\$524 42
Amount of surplus September 30, 1897,	6,497 32
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$5,972 90
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$54,322 20
Receipts from tolls for use of tracks by other companies,	724 38
Receipts from rentals of buildings and other property,	610 02
Receipts from advertising in cars,	367 00
Receipts from interest on deposits,	625 98
Other earnings from operation:	
Sale of old material, etc.,	294 91
Power sold in excess of cost, not including interest on depreciation of power plant,	8,424 55
GROSS EARNINGS FROM OPERATION,	\$65,369 04

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,597 00
General office expenses and supplies,	869 39
Legal expenses,	480 67
Insurance,	889 04
Other general expenses: miscellaneous expenses, including two telephones, directors' fees, etc.,	1,012 64
Maintenance of roadway and buildings:	
Repair of roadbed and track,	945 92
Repair of electric line construction,	1,118 86
Removal of snow and ice,	2,899 99
Repair of buildings,	866 92
Maintenance of equipment:	
Repair of cars and other vehicles,	2,296 65
Repair of electric equipment of cars,	8,499 86
Renewal of horses, harnesses, shoeing, etc.,	28 62
Transportation expenses:	
Provender for horses,	158 28
Wages and compensation of persons employed in conduct- ing transportation,	26,019 56
Damages for injuries to persons and property,	1,256 59
Rentals of buildings and other property,	220 00
Other transportation expenses: oil, grease and waste,	898 83
TOTAL OPERATING EXPENSES,	\$46,568 82
PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks,*	\$6,911 58
New electric line construction,*	2,598 13
Other additions to railway: engineering ex- penses, etc.,*	88 16
TOTAL ADDITIONS TO RAILWAY,	\$9,592 82
Additions to equipment:	
Additional cars (2 in number),	\$2,814 00
Electric equipment of same,	2,879 10
Other additions to equipment: office furni- ture and safe,	223 00
TOTAL ADDITIONS TO EQUIPMENT,	5,916 10
Additions to land and buildings:	
Additional equipment of power stations,	\$29,908 27
New buildings necessary for operation of railway,	959 62
TOTAL ADDITIONS TO LAND AND BUILDINGS,	30,867 89
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$46,376 81

* Amounts paid for extension of tracks and new electric line construction was for work done previous to October 1, 1897.

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$142,540 40	
Electric line construction, including poles, wiring, feeder lines, etc.,	32,379 94	
Interest accrued during construction of railway,	1,056 40	
Engineering and other expenses incident to construction,	3,915 64	
TOTAL COST OF RAILWAY OWNED,		\$179,892 38
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$30,873 54	
Electric equipment of same,	45,649 84	
Horses,	225 00	
Other items of equipment: office furniture, safe, etc.,	346 80	
TOTAL COST OF EQUIPMENT OWNED,		77,095 18
Cost of land and buildings:		
Land necessary for operation of railway,	\$7,500 00	
Electric power stations, including equipment,	90,182 04	
Other buildings necessary for operation of railway,	24,221 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		121,903 04
TOTAL PERMANENT INVESTMENTS,		\$378,890 60
Cash and current assets:		
Cash,	\$5,322 70	
Bills and accounts receivable,	2,259 60	
TOTAL CASH AND CURRENT ASSETS,		7,582 30
TOTAL,		\$386,472 90
LIABILITIES.		Cr.
Capital stock,		\$200,000 00
Funded debt,		125,000 00
Real estate mortgages,		20,000 00
Current liabilities: loans and notes payable,		35,500 00
Profit and Loss balance (surplus),		5,972 90
TOTAL,		\$386,472 90
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		\$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	46	
Number of stockholders in Massachusetts,	45	
Amount of stock held in Massachusetts,	\$198,800 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Note secured by mortgage on power plant,	5½	Dec. 20, 1898,	\$20,000 00	\$850 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	July 1, 1912,	\$125,000 00	\$6,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,098,486
Number carried per mile of main railway track operated, .	79,468
Number of round trips run,	81,395
Number of car miles run,	456,530
Average number of persons employed,	61

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	11
Open passenger cars equipped for electric power,	12
TOTAL PASSENGER CARS OF ALL KINDS,	23
Construction, repair and other work cars,	2
Number of all above cars with 8 wheels,	2
Number of cars equipped with fenders,	23
Number of cars equipped with heaters (electric),	11
Snow ploughs (electric),	2
Other highway vehicles: 1 tower wagon, 1 pung, 1 express wagon, 1 snow leveller, 1 Democrat wagon,	5
Electric motors,	31
Horses,	2
Harnesses (single),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.490	4.893	13.823
Length of sidings, switches, etc., . . . . .	.700	.132	.832
TOTAL, COMPUTED AS SINGLE TRACK,	10.190	4.525	14.655

System of electric motive power in use by the company: single trolley; General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Watertown, Needham and Boston.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	1	-	1
Other persons,	-	-	1	2	1	2
TOTALS,	-	-	1	3	1	3

STATEMENT OF EACH ACCIDENT.

Dec. 25, 1897. — Man, intoxicated, was on the track in a very dark place; motorman did not see him until too late to stop the car, which struck the man, knocking him down and injuring him seriously.

Feb. 18, 1898. — Car struck the rear end of a team that was driving on the track, throwing the driver out and breaking his leg; motorman was somewhat injured.

March. — Car and team collided, throwing the man out; the horse fell on the man, killing him; the team was a one-horse buggy and the man killed was alone, driving down a steep grade directly in the track, and, as the night was dark, the motorman did not see the team until just before the collision.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass. Austin R. Mitchell, *Vice-President*, 276 State Street, Boston, Mass. James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton, Mass. Samuel L. Powers, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
AUSTIN R. MITCHELL,
WILLIAM F. HAMMETT,
JAMES W. FRENCH,
JAMES L. RICHARDS,
G. FRED SIMPSON,

Directors.

JAMES L. RICHARDS,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 15, 1898. Then personally appeared the above-named Horace B. Parker, Austin R. Mitchell, William F. Hammett, James W. French, James L. Richards, G. Fred Simpson, and on October 17, 1898, Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

Justice of the Peace.

REPORT OF THE NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Tracks used by the Newton & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Tolls received for use of tracks,	\$4,654 53
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$683 38
Interest and discount on unfunded debts and loans,	958 59
Taxes,	409 74
Other expenses and charges upon income: repairs, roadbed and overhead line, and one accident case settled this year which occurred previous to lease,	377 56
TOTAL EXPENSES AND CHARGES UPON INCOME,	2,429 27
Surplus for the year ending September 30, 1898,	\$2,225 26
Amount of deficit September 30, 1897,	3,479 76
Debits to profit and loss account during the year: land and building account,	1,436 19
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$2,690 69
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$68,252 64
Electric line construction, including poles, wiring, feeder lines, etc.,	11,611 82
Interest accrued during construction of railway,	51 25
Engineering and other expenses incident to construction,	1,054 11
TOTAL COST OF RAILWAY OWNED,	\$80,969 82

Cash and current assets:		
Cash,	\$1,823 95	
Bills and accounts receivable,	725 90	
TOTAL CASH AND CURRENT ASSETS,		\$2,049 85
Profit and Loss balance (deficit),		2,690 69
TOTAL,		\$85,710 86
LIABILITIES.		CR.
Capital stock,		\$50,000 00
Current liabilities: loans and notes payable,		85,710 86
TOTAL,		\$85,710 86
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 7,912 feet),	\$15,831 49	
New electric line construction (length, 7,912 feet),	460 18	
Other additions to railway: sundry expenses incident to construction,	15 00	
TOTAL ADDITIONS TO RAILWAY,		\$16,806 62
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): depreciation building account,		1,486 19
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$14,870 43
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	12	
Number of stockholders in Massachusetts,	12	
Amount of stock held in Massachusetts,	\$50,000 00	
RAILWAY OWNED.		
Length of railway line,		4.298 miles.
Length of sidings, switches, etc., . . . . .		.159 "
Total, computed as single track,		4.452 "

Names of the several cities and towns in which the railway owned by the company is located: Newton, Watertown and Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

[Jan.]

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.
 James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A.
 Sears, *Clerk of Corporation*, 58 State Street, Boston, Mass. Samuel L.
 Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. Mc-
 Lain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville,
 Mass. James L. Richards, Newtonville, Mass. James W. French, Newton,
 Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton,
 Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
 JAMES W. FRENCH,
 AUSTIN R. MITCHELL,
 WILLIAM F. HAMMETT,
 G. FRED SIMPSON,
 JAMES L. RICHARDS,

Directors.

JAMES L. RICHARDS,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 15, 1898. Then personally appeared the above-named Horace B. Parker, James W. French, Austin R. Mitchell, William F. Hammett, G. Fred Simpson, James L. Richards, and on October 17, Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

Justice of the Peace.

REPORT

OF THE

NORFOLK CENTRAL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$85,485 85
Operating expenses,	25,639 64
NET EARNINGS FROM OPERATION,	\$59,796 21
Miscellaneous income: pleasure resort receipts,	2,827 26
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,623 47
Charges upon income accrued during the year:	
Interest on funded debt,	\$750 00
Interest and discount on unfunded debts and loans,	5,070 97
Taxes,	1,179 16
Other deductions from income: maintenance of pleasure resort,	4,895 44
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,895 57
Surplus for the year ending September 30, 1898,	\$727 90
Amount of deficit September 30, 1897,	1,882 09
Debits to profit and loss account during the year: clerk hire, watering streets and repairs of cars in 1897,	748 00
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$1,897 19
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$85,851 85
Receipts from advertising in cars,	84 00
GROSS EARNINGS FROM OPERATION,	\$85,435 85
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,498 96
General office expenses and supplies,	1,018 56
Legal expenses,	115 00
Insurance,	1,898 65

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.
James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
JAMES W. FRENCH,
AUSTIN R. MITCHELL,
WILLIAM F. HAMMETT,
G. FRED SIMPSON,
JAMES L. RICHARDS,

Directors.

JAMES L. RICHARDS,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 15, 1898. Then personally appeared the above-named Horace B. Parker, James W. French, Austin R. Mitchell, William F. Hammett, G. Fred Simpson, James L. Richards, and on October 17, Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

Justice of the Peace.

REPORT

OF THE

NORFOLK CENTRAL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

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Interest on funded debt,	\$750 00
Interest and discount on unfunded debts and loans,	5,070 97
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Other deductions from income: maintenance of pleasure resort,	4,895 44
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Receipts from passengers carried,	\$35,851 85
Receipts from advertising in cars,	84 00
GROSS EARNINGS FROM OPERATION,	\$35,435 85
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,498 96
General office expenses and supplies,	1,018 56
Legal expenses,	115 00
Insurance,	1,898 65

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$1,072 87
Repair of electric line construction,		234 35
Removal of snow and ice,		1,159 80
Repair of buildings,		14 43
Maintenance of equipment:		
Repair of cars and other vehicles,		349 33
Repair of electric equipment of cars,		442 19
Transportation expenses:		
Cost of electric motive power,		7,456 34
Wages and compensation of persons employed in conducting transportation,		10,359 56
Damages for injuries to persons and property,		83 00
Rentals of buildings and other property,		198 00
Other transportation expenses: heating and lighting cars and buildings,		248 62
TOTAL OPERATING EXPENSES,		\$25,639 64
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	\$21,997 03	
New electric line construction,	6,747 32	
Other additions to railway: engineering, etc.,	1,526 51	
TOTAL ADDITIONS TO RAILWAY,		\$30,280 86
Additions to equipment: additional cars and electric equipment of same,		1,261 80
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$407 05	
Additional equipment of power station lines,	3,768 34	
New buildings necessary for operation of railway,	968 44	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		5,143 83
Additions to other permanent property: pleasure resort,		16,839 62
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$53,516 11
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$79,636 74	
Electric line construction, including poles, wiring, feeder lines, etc.,	20,989 66	
Interest accrued during construction of railway,	1,093 01	
Engineering and other expenses incident to construction,	7,220 62	
TOTAL COST OF RAILWAY OWNED,		\$108,940 03
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		22,393 78

Cost of land and buildings:		
Land necessary for operation of railway,	\$2,278 00	
Power station lines,	18,064 73	
Buildings necessary for operation of railway,	6,926 57	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$27,269 30
Other permanent property: pleasure resort,		16,829 62
TOTAL PERMANENT INVESTMENTS,		\$175,482 78
Cash and current assets:		
Cash,	\$15,664 61	
Bills and accounts receivable,	481 88	
TOTAL CASH AND CURRENT ASSETS,		16,146 49
Miscellaneous assets:		
Materials and supplies,	\$1,759 16	
Other assets and property: street improvement,	18,985 55	
TOTAL MISCELLANEOUS ASSETS,		20,744 71
Profit and Loss balance (deficit),		1,897 19
TOTAL,		\$214,221 12
LIABILITIES.		CR.
Capital stock,		\$75,000 00
Funded debt,		60,000 00
Current liabilities:		
Loans and notes payable,	\$72,789 08	
Audited vouchers and accounts,	5,485 29	
TOTAL CURRENT LIABILITIES,		78,274 32
Accrued liabilities: interest accrued and not yet due,		946 80
TOTAL,		\$214,221 12
CAPITAL STOCK.		
Capital stock authorized by law,	\$75,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock issued and outstanding,		\$75,000 00
Number of shares issued and outstanding,	750	
Number of stockholders,	42	
Number of stockholders in Massachusetts,	41	
Amount of stock held in Massachusetts,	\$74,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 20-year gold bonds,	Per Cent. 5	July 1, 1918,	\$60,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	712,551
Number carried per mile of main railway track operated,	109,337
Number of round trips run,	14,716
Number of car miles run,	185,583
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	11
Number of cars equipped with fenders,	5
Number of cars equipped with heaters (electric),	5
Snow ploughs (electric),	1
Electric motors,	19

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.396 miles.
Length of second main track, . . . . .	.121 "
Total length of main track,	6.517 "
Length of sidings, switches, etc., . . . . .	.183 "
Total, computed as single track,	6.700 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: towns of Dedham, Norwood and Walpole.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	4	-	4
TOTALS,	-	-	-	6	-	6

STATEMENT OF EACH ACCIDENT.

Team drove in front of car; two people thrown out and slightly injured.

Man jumped from car while in motion, injuring his leg.

Team drove in front of car; driver thrown out.

Two cars came together, injuring one motorman.

Team drove in front of car; lady thrown out.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK CENTRAL STREET RAILWAY COMPANY,
417 JOHN HANCOCK BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis Doane, *President*, 116 State Street, Boston, Mass. Thomas T. Robinson, *Treasurer and Clerk of Corporation*, 178 Devonshire Street, Boston, Mass. John H. Jennings, *Superintendent*, Dedham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Doane, Norwood, Mass. Thomas T. Robinson, Dedham, Mass. H. D. Humphrey, Dedham, Mass. H. C. Delano, Dedham, Mass. John R. Bullard, Dedham, Mass. John W. Chase, Dedham, Mass. John S. Bleakie, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS DOANE,
THOS. T. ROBINSON,
JOHN S. BLEAKIE,
JOHN R. BULLARD,
Directors.
THOS. T. ROBINSON,
Treasurer.
JOHN H. JENNINGS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 27, 1898. Then personally appeared the above-named Francis Doane, Thomas T. Robinson, John S. Bleakie and John R. Bullard, directors, Thomas T. Robinson, treasurer, and John H. Jennings, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. STANWOOD,
Justice of the Peace.

REPORT

OF THE

NORFOLK SOUTHERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,	\$118,073 06
Engineering and other expenses incident to construction,	9,085 22
TOTAL COST OF RAILWAY OWNED,	\$122,158 28
Cash and current assets: bills and accounts receivable,	341 72
TOTAL,	\$122,500 00
LIABILITIES.	Cr.
Capital stock,	\$45,000 00
Amount paid in on shares not issued,	77,500 00
TOTAL CAPITAL STOCK,	\$122,500 00
TOTAL,	\$122,500 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$200,000 00
Capital stock authorized by votes of company,	200,000 00
Capital stock issued and outstanding,	\$45,000 00
Amount paid in on 1,550 shares not yet issued,	77,500 00
TOTAL CAPITAL STOCK LIABILITY,	\$122,500 00
Number of shares issued and outstanding,	450
Number of stockholders,	49
Number of stockholders in Massachusetts,	46
Amount of stock held in Massachusetts,	\$48,800 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK SOUTHERN STREET RAILWAY COMPANY,

41 FEDERAL STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick S. Lane, *President*, Foxborough, Mass. John C. Lane, *Vice-President*, 28 State Street, Boston, Mass. Edward F. Draper, *Treasurer*, *Clerk of Corporation and General Manager*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick S. Lane, Foxborough, Mass. John C. Lane, Norwood, Mass. Edward F. Draper, Weymouth, Mass. George S. Forbush, Brookline, Mass. George P. Moore, Brookline, Mass. Robert S. Gray, Walpole, Mass. Charles E. Martis, East Foxborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK S. LANE,
EDWARD F. DRAPER,
GEO. S. FORBUSH,
GEORGE P. MOORE,
CHARLES E. MARTIS,
Directors.
EDWARD F. DRAPER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1898. Then personally appeared the above-named Edward F. Draper, Geo. S. Forbush, George P. Moore, Charles E. Martis and Edward F. Draper, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES R. POWERS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. Nov. 25, 1898. Then personally appeared the above-named Frederick S. Lane, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDWARD M. PHELPS,
Justice of the Peace.

REPORT

OF THE

NORFOLK SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$99,390 63
Operating expenses,	76,548 82
GROSS INCOME ABOVE OPERATING EXPENSES,	\$22,841 81
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,750 00
Taxes,	8,265 86
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,015 86
NET DIVISIBLE INCOME,	\$15,825 95
Dividends declared (7 per cent),	13,125 00
Surplus for the year ending September 30, 1898,	\$2,700 95
Amount of surplus September 30, 1897,	11,420 63
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$14,121 57
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$98,998 30
Receipts from advertising in cars,	380 04
Receipts from interest on deposits,	12 29
GROSS EARNINGS FROM OPERATION,	\$99,390 63
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,659 89
General office expenses and supplies,	1,898 09
Legal expenses,	121 57
Insurance,	453 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	12,398 79
Repair of electric line construction,	946 23
Removal of snow and ice,	1,328 71
Repair of buildings,	569 00

Maintenance of equipment:	
Repair of cars and other vehicles,	\$7,511 76
Repair of electric equipment of cars,	5,342 79
Repair of tools,	103 49
Transportation expenses:	
Cost of electric motive power,	16,182 85
Wages and compensation of persons employed in conducting transportation,	21,800 28
Damages for injuries to persons and property,	3,495 48
Rentals of buildings and other property,	397 92
Other transportation expenses: watering streets,	394 02
TOTAL OPERATING EXPENSES,	\$76,548 82

PROPERTY ACCOUNTS.

Additions to land and buildings:	
Additional land necessary for operation of railway,	\$925 00
New buildings necessary for operation of railway,	511 60
TOTAL ADDITIONS TO LAND AND BUILDINGS,	\$1,436 60
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$1,436 60

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$164,915 72	
Electric line construction, including poles, wiring, feeder lines, etc.,	35,092 48	
Engineering and other expenses incident to construction,	8,645 89	
TOTAL COST OF RAILWAY OWNED,		\$208,653 54
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		
		59,612 28
Cost of land and buildings:		
Land necessary for operation of railway,	\$3,194 73	
Buildings necessary for operation of railway,	10,746 65	
TOTAL COST OF LAND AND BUILDINGS OWNED,		13,941 88
TOTAL PERMANENT INVESTMENTS,		\$277,207 20
Cash and current assets:		
Cash,	\$3,882 97	
Bills and accounts receivable,	127 47	
TOTAL CASH AND CURRENT ASSETS,		8,960 44
Miscellaneous assets:		
Materials and supplies,	\$2,175 40	
Other assets and property: balance due for machinery, payable in instalments,	7,750 00	
TOTAL MISCELLANEOUS ASSETS,		9,925 40
TOTAL,		\$296,093 04

LIABILITIES.		CR.
Capital stock,		\$187,500 00
Funded debt,		75,000 00
Current liabilities: audited vouchers and accounts,		1,406 56
Accrued liabilities: interest accrued and not yet due,		937 50
Sinking and other special funds:		
Renewal fund,	\$8,000 00	
Insurance fund,	6,400 00	
Sewer fund,	2,727 41	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		17,127 41
Profit and Loss balance (surplus),		14,121 57
TOTAL,		\$296,093 04
CAPITAL STOCK.		
Capital stock authorized by law,	\$187,500 00	
Capital stock authorized by votes of company,	187,500 00	
Capital stock issued and outstanding,		\$187,500 00
Number of shares issued and outstanding,	1,875	
Number of stockholders,	88	
Number of stockholders in Massachusetts,	76	
Amount of stock held in Massachusetts,	\$179,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	July 1, 1914,	\$75,000 00	\$3,750 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of renewal fund,	\$8,000 00
Amount September 30, 1897, of insurance fund,	6,400 00
Amount September 30, 1897, of sewer fund,	3,000 00
TOTAL SEPTEMBER 30, 1897,	\$17,400 00
Deductions during the year from sewer fund,	272 59
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$17,127 41

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,972,521
Number carried per mile of main railway track operated,	180,188
Number of round trips run,	41,554
Number of car miles run,	428,986
Average number of persons employed,	55

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	18
Open passenger cars equipped for electric power, . . .	19
TOTAL PASSENGER CARS OF ALL KINDS, . . .	32
Construction, repair and other work cars, . . .	2
Number of cars equipped with fenders, . . .	32
Number of cars equipped with heaters (electric), . . .	13
Snow ploughs (electric), . . .	8
Other railway rolling stock: water car, . . .	1
Other highway vehicles:	
Tower wagon, . . .	1
Snow scraper, . . .	1
Electric motors, . . .	61

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	10.947 miles.
Length of sidings, switches, etc., . . .	.726 "
Total, computed as single track, . . .	11.673 "

System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the
company are located: Dedham, Hyde Park and Boston.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	12	-	12
Employees, . . .	-	-	-	8	-	8
Other persons, . . .	-	-	1	4	1	4
TOTALS, . . .	-	-	1	10	1	10

STATEMENT OF EACH ACCIDENT.

Man fell from car while in motion.
Man jumped from car while in motion.
Man stepped from car while in motion.
Team driven in front of car.
Team collided with car.
Man stepped from car.
Woman fell beside passing car.
Man caught foot under car.
Team collided with car.
Woman fell from car while in motion.

Two cars collided; no damages.
 Man stepped from car while in motion.
 Man stepped from car while in motion.
 Woman stepped from car while in motion.
 Woman stepped from car while in motion.
 Team struck by car.
 Woman ran in front of car; fatally injured.
 Woman fell from car while in motion.
 Man fell from car while in motion.
 Man fell from car while in motion.
 Woman fell from car while in motion.
 Child struck by car.
 Man fell from car while in motion.
 Conductor struck against tree.
 Conductor struck against team.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK SUBURBAN STREET RAILWAY COMPANY,
 87 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James D. McAvoy, *President*, Hyde Park, Mass. Galen L. Stone, *Treasurer and Clerk of Corporation*, 87 Milk Street, Boston, Mass. Charles F. Jenney, *General Counsel*, Sears Building, Boston, Mass. Thomas E. Faunce, *Auditor*, Hyde Park, Mass. Ralph D. Colburn, *Acting Superintendent*, Hyde Park, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Eugene N. Foss, Boston, Mass. Henry C. Delano, Dedham, Mass. John W. Chase, Dedham, Mass. Charles F. Jenney, Hyde Park, Mass. Artemas Raymond, Dedham, Mass. James D. McAvoy, Hyde Park, Mass. Galen L. Stone, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES D. McAVOY,
 HENRY C. DELANO,
 GALEN L. STONE,
 CHARLES F. JENNEY,
 E. N. FOSS,
 JOHN W. CHASE,
 ARTEMAS RAYMOND,
Directors.
 GALEN L. STONE,
Treasurer.
 RALPH D. COLBURN,
Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1898. Then personally appeared the above-named James D. McAvoy, Henry C. Delano, Galen L. Stone, Charles F. Jenney, E. N. Foss, John W. Chase and Artemas Raymond, directors of the Norfolk Suburban Street Railway Company, and Ralph D. Colburn, acting superintendent thereof, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. M. MALLEY,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$92,826 44
Operating expenses,	57,632 48
GROSS INCOME ABOVE OPERATING EXPENSES,	\$34,693 96
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,250 00
Interest and discount on unfunded debts and loans,	2,531 12
Taxes,	5,838 79
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	9,619 91
NET DIVISIBLE INCOME,	\$25,074 05
Dividends declared (8 per cent),	24,000 00
Surplus for the year ending September 30, 1898,	\$1,074 05
Amount of surplus September 30, 1897,	20,874 41
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$21,948 46
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$89,466 35
Receipts from carriage of mails,	1,490 19
Receipts from rentals of buildings and other property,	921 00
Receipts from advertising in cars,	325 00
Other earnings from operation: sand,	128 80
GROSS EARNINGS FROM OPERATION,	\$92,826 44
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,400 00
General office expenses and supplies,	1,557 84
Insurance,	1,644 25
Other general expenses: water rent,	195 47

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$4,789 28
Repair of electric line construction,		1,048 70
Removal of snow and ice,		8,111 84
Repair of buildings,		596 95
Maintenance of equipment:		
Repair of cars and other vehicles,		2,969 38
Repair of electric equipment of cars,		8,721 50
Transportation expenses:		
Cost of electric motive power,		8,578 46
Provender for horses,		208 08
Wages and compensation of persons employed in conducting transportation,		24,590 78
Damages for injuries to persons and property,		229 95
TOTAL OPERATING EXPENSES,		\$57,633 43
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 12,228 feet),	\$15,524 20	
New electric line construction (length, 12,228 feet),	8,018 22	
TOTAL ADDITIONS TO RAILWAY,		\$18,542 42
Additions to equipment:		
Additional cars (1 in number),	\$642 80	
Other additions to equipment: sundry equipment,	251 20	
TOTAL ADDITIONS TO EQUIPMENT,		894 00
Additions to land and buildings: new electric power stations, including machinery, etc.,		1,650 98
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$21,087 40
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Overhead construction, reels sold,	\$48 01	
Power house, scrap iron,	20 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		68 01
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$21,024 39
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$192,054 36	
Electric line construction, including poles, wiring, feeder lines, etc.,	32,892 92	
Engineering and other expenses incident to construction,	4,802 72	
TOTAL COST OF RAILWAY OWNED,		\$229,750 00

Cost of equipment:				
Cars and other rolling stock and vehicles,	\$38,820 67			
Electric equipment of same,	36,411 97			
Horses,	580 00			
Other items of equipment: sundry equipment,	8,283 76			
TOTAL COST OF EQUIPMENT OWNED,		\$83,596 40		
Cost of land and buildings:				
Land necessary for operation of railway,	\$14,081 22			
Electric power stations, including equipment,	44,687 56			
Other buildings necessary for operation of railway,	19,199 95			
TOTAL COST OF LAND AND BUILDINGS OWNED,		77,918 73		
Other permanent property: pleasure resort,		2,010 76		
TOTAL PERMANENT INVESTMENTS,		\$393,275 89		
Cash and current assets: cash,		8,038 52		
Miscellaneous assets: materials and supplies,		1,634 05		
TOTAL,		\$402,948 46		
LIABILITIES.		Cr.		
Capital stock,		\$300,000 00		
Funded debt,		25,000 00		
Current liabilities: loans and notes payable,		56,000 00		
Profit and Loss balance (surplus),		21,948 46		
TOTAL,		\$402,948 46		
CAPITAL STOCK.				
Capital stock authorized by law,	\$300,000 00			
Capital stock authorized by votes of company,	800,000 00			
Capital stock issued and outstanding,		\$300,000 00		
Number of shares issued and outstanding,	3,000			
Number of stockholders,	160			
Number of stockholders in Massachusetts,	144			
Amount of stock held in Massachusetts,	\$278,000 00			
FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 5	April 1, 1900,	\$25,000 00	\$1,250 00
VOLUME OF TRAFFIC, ETC.				
Number of passengers paying revenue carried during the year,				1,812,627
Number carried per mile of main railway track operated,				105,847
Number of round trips run,				50,412
Number of car miles run,				487,869
Average number of persons employed,				67

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	14	
Open passenger cars equipped for electric power, . . .	16	
Total, . . .		30
Box passenger cars equipped for horse power, . . .		2
		<hr/>
TOTAL PASSENGER CARS OF ALL KINDS, . . .		32
Mail cars (electric), . . .		1
Construction, repair and other work cars, . . .		6
Number of cars equipped with fenders, . . .		33
Number of cars equipped with heaters (electric), . . .		14
Snow ploughs (electric), . . .		2
Other railway rolling stock: tool car, . . .		1
Barges and omnibuses: sleigh omnibus, . . .		1
Carts and snow sleds, . . .		5
Other highway vehicles, . . .		3
Electric motors, . . .		60
Horses, . . .		8
Harnesses (double, 2; single, 2), . . .		4
Other items of equipment: tower wagon, . . .		1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	17.125 miles.
Length of sidings, switches, etc., . . .	1.431 "
Total, computed as single track, . . .	18.556 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . .	3.020 miles.
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System of electric motive power in use by the company: single trolley.
Names of the several cities and towns in which the railways operated by the company are located: Northampton, Easthampton and Williamsburg.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad,* . . .	1	1

* Switch track at Haydenville used for freight only.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	8	-	8
TOTALS,	-	-	-	10	-	10

STATEMENT OF EACH ACCIDENT.

Jan. 8, 1898. — Horse frightened; man slightly injured.

February 25. — Sleigh driven in front of car; two men slightly hurt.

March 17. — Man fell while alighting from car.

April 23. — Woman fell while alighting from car; sprained ankle.

May 27. — Horse frightened; man slightly injured.

May 29. — Horse frightened; two men slightly injured.

August 11. — Team driven in front of car; girl injured arm and knee.

September 8. — Woman thrown from team; slight injury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,

NORTHAMPTON, MASS

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Newrie D. Winter, *Vice-President and Treasurer*, Springfield, Mass. John A. Sullivan, *Clerk of Corporation*, Northampton, Mass. John C. Hammond, *General Counsel*, Northampton, Mass. Austin E. Smith, *General Manager*, Springfield, Mass. Edwin C. Clark, *Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. Austin E. Smith, Springfield, Mass. Newrie D. Winter, Springfield, Mass. George S. Graves, Springfield, Mass. John C. Hammond, Northampton, Mass. John A. Sullivan, Northampton, Mass. Henry M. Tyler, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
A. E. SMITH,
JOHN C. HAMMOND,
GEO. S. GRAVES,
HENRY M. TYLER,
NEWRIE D. WINTER,
JOHN A. SULLIVAN,

Directors.

NEWRIE D. WINTER,

Treasurer.

EDWIN C. CLARK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 11, 1898. Then personally appeared the above-named John Olmsted, A. E. Smith, Geo. S. Graves, Henry M. Tyler, Newrie D. Winter, John A. Sullivan and Edwin C. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN C. HAMMOND,

Justice of the Peace.

REPORT

OF THE

NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$8,900 00
Expenses and charges upon income accrued during the year: interest on funded debt, \$3,750 00	
Other expenses and charges upon income: legal expenses, 319 16	
TOTAL EXPENSES AND CHARGES UPON INCOME, . . .	4,069 16
NET DIVISIBLE INCOME,	\$3,930 84
Dividends declared (3½ per cent),	3,850 00
Surplus for the year ending September 30, 1898,	\$80 84
Amount of deficit September 30, 1897,	19,319 86
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$19,238 52
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$86,552 86
Electric line construction, including poles, wiring, feeder lines, etc.,	18,927 42
TOTAL COST OF RAILWAY OWNED,	\$100,480 28
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$12,700 00
Electric equipment of same,	20,750 00
Horses,	100 00
Other items of equipment,	17,805 04
TOTAL COST OF EQUIPMENT OWNED,	51,355 04
Cost of land and buildings:	
Land necessary for operation of railway,	\$6,194 70
Buildings necessary for operation of railway,	7,480 06
TOTAL COST OF LAND AND BUILDINGS OWNED,	13,674 76
TOTAL PERMANENT INVESTMENTS,	\$165,510 08

Cash and current assets: cash,	\$523 00
Profit and Loss balance (deficit),	19,238 52
TOTAL,	\$185,271 60
LIABILITIES. Cr.	
Capital stock,	\$110,000 00
Funded debt,	75,000 00
Current liabilities: dividends not called for,	271 60
TOTAL,	\$185,271 60
CAPITAL STOCK.	
Capital stock authorized by law,	\$110,000 00
Capital stock authorized by votes of company,	110,000 00
Capital stock issued and outstanding,	\$110,000 00
Number of shares issued and outstanding,	1,100
Number of stockholders,	48
Number of stockholders in Massachusetts,	47
Amount of stock held in Massachusetts,	\$100,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1915,	\$75,000 00	\$3,750 00

RAILWAY OWNED.

Length of railway line,	4.995 miles.
Length of sidings, switches, etc., . . . . .	.185 "
Total, computed as single track,	5.180 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edwin P. Curtis, *President*, Worcester, Mass. George A. Barnard, *Vice-President*, Worcester, Mass. George A. Smith, *Treasurer*, Worcester, Mass. William P. Searls, *Clerk of Corporation*, Worcester, Mass. W. S. B. Hopkins, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin P. Curtis, Worcester, Mass. George A. Barnard, Worcester, Mass.
Henry S. Pratt, Worcester, Mass. Orin A. Kelley, Worcester, Mass. Edward
N. Dean, Worcester, Mass. Josiah B. Shattuck, Worcester, Mass. Napoleon
Jacques, Worcester, Mass. Frederick H. Daniels, Worcester, Mass. George
I. Alden, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

EDWIN P. CURTIS,
HENRY S. PRATT,
NAPOLEON JACQUES,
JOSIAH B. SHATTUCK,
GEO. O. BARNARD,
Directors.
GEO. A. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Nov. 1, 1898. Then personally appeared
the above-named Edwin P. Curtis, Henry S. Pratt, Napoleon Jacques, Josiah B.
Shattuck, George A. Barnard and George A. Smith, and severally made oath
that the foregoing certificate by them subscribed is, to the best of their knowl-
edge and belief, true.

Before me,

HENRY F. HARRIS,
Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$40,887 69
Operating expenses,	28,601 53
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,286 16
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$6,669 91
Taxes,	724 80
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,394 71
Surplus for the year ending September 30, 1898,	\$4,841 45
Amount of deficit September 30, 1897,	12,976 85
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$8,134 90
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$40,690 45
Receipts from tolls for use of tracks by other companies,	147 24
GROSS EARNINGS FROM OPERATION,	\$40,837 69
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,774 92
General office expenses and supplies,	705 89
Legal expenses,	75 54
Insurance,	1,867 87
Other general expenses: stable supplies, \$14.27; veterinary, \$5; fuel, light and water, \$118.34,	187 61
Maintenance of roadway and buildings:	
Repair of roadbed and track,	5,480 29
Repair of electric line construction,	874 06
Removal of snow and ice,	1,162 82
Repair of buildings,	1 24

Maintenance of equipment:

Repair of cars and other vehicles,	
Repair of electric equipment of cars,	
Renewal of horses, harnesses, shoeing, etc.,	

Transportation expenses:

Cost of electric motive power,	
Provender for horses,	
Wages and compensation of persons employed in conducting transportation,	
Damages for injuries to persons and property,	
Tolls for trackage over other railways,	
Rentals of buildings and other property,	

TOTAL OPERATING EXPENSES,

PROPERTY ACCOUNTS.

Additions to railway:

Office furniture,	\$32 50
Reconstruction,	400 00

TOTAL ADDITIONS TO RAILWAY,

Additions to equipment:

Additional cars,	\$1,515 90
Electric equipment of same,	1,032 44
Other additions to equipment,	50 00

TOTAL ADDITIONS TO EQUIPMENT,

Additions to land and buildings: new buildings necessary for operation of railway,

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): harnesses, etc.,

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.

Dr.

Cost of railway:

Roadbed and tracks, and electric line construction, including poles, wiring, feeder lines, etc.,	\$150,719 81
Other items of railway cost: office furniture,	238 50

TOTAL COST OF RAILWAY OWNED,

Cost of equipment:

Cars and other rolling stock and vehicles,	\$12,096 03
Electric equipment of same,	16,696 70
Horses,	150 00
Other items of equipment: harness,	19 82

TOTAL COST OF EQUIPMENT OWNED,

Cost of land and buildings: land and buildings necessary for operation of railway,

TOTAL PERMANENT INVESTMENTS,

\$150,958 81

28,362 50

13,140

\$198,060

Cash and current assets :		
Cash,	\$5,499 37	
Bills and accounts receivable,	64 51	
TOTAL CASH AND CURRENT ASSETS,		\$5,563 88
Miscellaneous assets :		
Materials and supplies,	\$85 89	
Other assets and property :		
Insurance premium,	1,065 09	
Taxes,	898 28	
TOTAL MISCELLANEOUS ASSETS,		1,549 26
Profit and Loss balance (deficit),		8,134 90
TOTAL,		\$208,309 54
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Current liabilities :		
Loans and notes payable,	\$107,200 00	
Audited vouchers and accounts,	793 19	
Salaries and wages,	154 45	
Miscellaneous current liabilities : tickets out- standing,	161 90	
TOTAL CURRENT LIABILITIES,		108,309 54
TOTAL,		\$208,309 54
CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	63	
Number of stockholders in Massachusetts,	59	
Amount of stock held in Massachusetts,	\$93,800 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	809,869
Number carried per mile of main railway track operated,	103,803
Number of round trips run,	13,243
Number of car miles run,	189,073
Average number of persons employed,	25

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5	
Open passenger cars equipped for electric power,	6	
Total,		11
Box passenger cars equipped for horse power,	1	
Open passenger cars equipped for horse power,	3	
Total,		4
TOTAL PASSENGER CARS OF ALL KINDS,		15

Maintenance of equipment:		
Repair of cars and other vehicles,		\$33 18
Repair of electric equipment of cars,		2,018 17
Renewal of horses, harnesses, shoeing, etc.,		10 60
Transportation expenses:		
Cost of electric motive power,		6,962 85
Provender for horses,		142 54
Wages and compensation of persons employed in conducting transportation,		7,658 05
Damages for injuries to persons and property,		123 95
Tolls for trackage over other railways,		392 95
Rentals of buildings and other property,		180 00
TOTAL OPERATING EXPENSES,		\$28,601 53
PROPERTY ACCOUNTS.		
Additions to railway:		
Office furniture,	\$32 50	
Reconstruction,	400 00	
TOTAL ADDITIONS TO RAILWAY,		\$432 50
Additions to equipment:		
Additional cars,	\$1,515 90	
Electric equipment of same,	1,082 44	
Other additions to equipment,	50 00	
TOTAL ADDITIONS TO EQUIPMENT,		2,598 34
Additions to land and buildings: new buildings necessary for operation of railway,		1,427 98
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$4,458 82
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): harnesses, etc.,		1,370 33
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$3,088 49
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks, and electric line construction, including poles, wiring, feeder lines, etc.,	\$150,719 81	
Other items of railway cost: office furniture,	288 50	
TOTAL COST OF RAILWAY OWNED,		\$150,958 31
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$12,096 08	
Electric equipment of same,	16,696 70	
Horses,	150 00	
Other items of equipment: harness,	19 82	
TOTAL COST OF EQUIPMENT OWNED,		28,962 55
Cost of land and buildings: land and buildings necessary for operation of railway,		13,140 64
TOTAL PERMANENT INVESTMENTS,		\$198,061 50

Cash and current assets:			
Cash,	\$5,499 37		
Bills and accounts receivable,	64 51		
TOTAL CASH AND CURRENT ASSETS,			\$5,563 88
Miscellaneous assets:			
Materials and supplies,	\$85 89		
Other assets and property:			
Insurance premium,	1,065 09		
Taxes,	898 28		
TOTAL MISCELLANEOUS ASSETS,			1,549 26
Profit and Loss balance (deficit),			8,134 90
TOTAL,			\$208,309 54
LIABILITIES.			Cr.
Capital stock,			\$100,000 00
Current liabilities:			
Loans and notes payable,	\$107,200 00		
Audited vouchers and accounts,	793 19		
Salaries and wages,	154 45		
Miscellaneous current liabilities: tickets out- standing,	161 90		
TOTAL CURRENT LIABILITIES,			108,309 54
TOTAL,			\$208,309 54
CAPITAL STOCK.			
Capital stock authorized by law,	\$200,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			\$100,000 00
Number of shares issued and outstanding,	1,000		
Number of stockholders,	63		
Number of stockholders in Massachusetts,	59		
Amount of stock held in Massachusetts,	\$93,800 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	809,869
Number carried per mile of main railway track operated,	103,808
Number of round trips run,	13,243
Number of car miles run,	189,073
Average number of persons employed,	25

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5	
Open passenger cars equipped for electric power,	6	
Total,		11
Box passenger cars equipped for horse power,	1	
Open passenger cars equipped for horse power,	3	
Total,		4
TOTAL PASSENGER CARS OF ALL KINDS,		15

Number of cars equipped with fenders,	11
Number of cars equipped with beaters (electric, 2; stoves, 3),	5
Snow ploughs (electric, 2; horse, 2),	4
Carts and snow sleds: 1 cart, 1 sled, 1 pung,	3
Other highway vehicles: 1 snow leveller, 1 express wagon, 1 tower wagon,	3
Electric motors,	16
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.340	.462	7.802
Length of sidings, switches, etc., . . . . .	.210	-	.210
TOTAL, COMPUTED AS SINGLE TRACK,	7.550	.462	8.012

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Woburn, Winchester and Medford.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, Winchester (Centre),	4	1
With Boston & Maine Railroad, Woburn (Baldwin's),	2	1
With Boston & Maine Railroad, Woburn (Centre),	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	6	-	7
Employees,	-	1	-	-	-	1
Other persons,	-	1	-	2	-	3
TOTALS,	-	3	-	8	-	11

STATEMENT OF EACH ACCIDENT.

Aug. 23, 1897. — Employee claimed to have received electric shock from turning switch to car light.

August 26. — Man thrown from wagon by collision with car, breaking wagon and slightly injuring man.

September 19. — Man riding bicycle was struck by one of the company's wagons; man injured, bicycle broken.

October 29. — Intoxicated man fell from car.

March 1, 1898. — Woman stepped from car while in motion.

April 28. — Car struck wagon, throwing man to the ground and slightly injuring him.

May 19. — Intoxicated man fell from car.

May 19. — Man slightly injured by collision with wagon.

June 18. — Man got off car while in motion, throwing him to the ground, receiving slight injuries.

June 18. — Man claimed to have received electric shock from street rail.

July 8. — Passenger stepped from car while in motion, receiving slight injuries.

Other accidents have occurred during the year, whereby injuries of a slight nature were received; but, as they were mostly caused by lack of care on the part of the persons injured, it is not deemed necessary to mention them here.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILWAY COMPANY,
85 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass. John S. Brackett, *Superintendent*, North Woburn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed, Lynn, Mass. Gilman F. Jones, Woburn, Mass. Henry B. Sprague, Lynn, Mass. Luther S. Johnson, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Frank H. Monks, Brookline, Mass. James F. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
ELWIN C. FOSTER,
L. S. JOHNSON,
H. B. SPRAGUE,
F. H. MONKS,

Directors.

DAVID H. SWEETSER,

Treasurer.

JOHN S. BRACKETT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 1, 1898. Then personally appeared the above-named Amos F. Breed, Elwin C. Foster, Luther S. Johnson, Henry B. Sprague and David H. Sweetser, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT S. TOWNSEND,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1898. Then personally appeared the above-named Frank H. Monks and John S. Brackett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. HOLT,
Justice of the Peace.

REPORT

OF THE

NORTON & ATTLEBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation July 5, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$3,846 55
Operating expenses,	8,245 88
GROSS INCOME ABOVE OPERATING EXPENSES,	\$600 67
Charges upon income accrued during the year: interest on funded debt,	480 86
Surplus for the year ending September 30, 1898,	\$119 81
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$119 81
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$3,846 55
GROSS EARNINGS FROM OPERATION,	\$3,846 55
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$150 00
General office expenses and supplies,	66 59
Maintenance of equipment: repair of cars and other vehicles,	25 94
Transportation expenses:	
Cost of electric motive power,	1,566 23
Wages and compensation of persons employed in conducting transportation,	1,400 22
Other transportation expenses: advertising, etc.,	86 90
TOTAL OPERATING EXPENSES,	\$3,245 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.			
ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks,	\$59,580	17	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,509	93	
Interest accrued during construction of rail- way,	708	78	
Engineering and other expenses incident to construction,	8,091	89	
Other items of railway cost: bond discount,	4,000	00	
<hr/>			
TOTAL COST OF RAILWAY OWNED,			\$81,890 77
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$12,378	90	
Electric equipment of same,	6,622	77	
<hr/>			
TOTAL COST OF EQUIPMENT OWNED,			18,901 67
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TOTAL PERMANENT INVESTMENTS,			\$100,792 44
Cash and current assets: cash,			1,386 46
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TOTAL,			\$102,178 90
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LIABILITIES.		CR.	
Capital stock,			\$40,000 00
Funded debt,			40,000 00
Current liabilities:			
Loans and notes payable,	\$15,095	28	
Matured interest coupons unpaid (including coupons due October 1),	1,000	00	
Miscellaneous current liabilities: due on con- tract,	5,963	81	
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TOTAL CURRENT LIABILITIES,			22,059 09
Profit and Loss balance (surplus),			119 81
<hr/>			
TOTAL,			\$102,178 90
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CAPITAL STOCK.			
Capital stock authorized by law,	\$40,000	00	
Capital stock authorized by votes of company,	40,000	00	
Capital stock issued and outstanding,			\$40,000 00
Number of shares issued and outstanding,	400		
Number of stockholders,	88		
Number of stockholders in Massachusetts,	88		
Amount of stock held in Massachusetts,	\$40,000	00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 6	April 1, 1918,	\$40,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	76,981
Number carried per mile of main railway track operated, .	13,497
Number of round trips run,	2,987
Number of car miles run,	84,051
Average number of persons employed,	12
Company commenced operation July 5, 1898.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	6
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	6
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.700 miles.
Length of sidings, switches, etc., . . . . .	.170 "
Total, computed as single track,	5.870 "

System of electric motive power in use by the company: Walker Company, Cleveland, O.

Names of the several cities and towns in which the railways operated by the company are located: Attleborough and Norton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Aug. 21, 1898. — Marie DeRostie of Dodgeville, about twenty-six years old, lying, in an intoxicated condition, in deep weeds at side of track in Attleborough, threw one foot on rail just as car was passing, crushing her heel.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & ATTLEBOROUGH STREET RAILWAY COMPANY,
8 CONGRESS STREET, ROOM 22, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George H. Swazey, *President*, Malden, Mass. Andrew H. Sweet, *Vice-President*, Norton, Mass. Edward D. Hewins, *Treasurer and Clerk of Corporation*, Boston, Mass. Douglas A. Brooks, *General Manager*, South Braintree, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George H. Swazey, Malden, Mass. Andrew H. Sweet, Norton, Mass. Frank P. Barney, Chartley, Mass. George L. Wetherell, Chartley, Mass. Franklin Mead, Norton, Mass. Douglas A. Brooks, South Braintree, Mass. Edward D. Hewins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE H. SWAZEY,
ANDREW H. SWEET,
FRANK P. BARNEY,
GEO. L. WETHERELL,
FRANKLIN MEAD,
DOUGLAS A. BROOKS,
EDWARD D. HEWINS,
Directors.
EDWARD D. HEWINS,
Treasurer.
DOUGLAS A. BROOKS,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 21, 1898. Then personally appeared the within-named Franklin Mead, and made oath that the certificate by him here subscribed is, to the best of his knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 24, 1898. Then personally appeared the above-named George H. Swazey, Andrew H. Sweet, Frank P. Barney, Douglas A. Brooks, Edward D. Hewins and Geo. L. Wetherell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,
Justice of the Peace.

REPORT

OF THE

NORTON & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation August 27, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,990 75
Operating expenses,	1,541 87
Gross INCOME ABOVE OPERATING EXPENSES,	\$449 88
Charges upon income accrued during the year: interest on funded debt,	378 91
Surplus for the year ending September 30, 1898,	\$70 47
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$70 47
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,990 75
Gross EARNINGS FROM OPERATION,	\$1,990 75
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$62 50
General office expenses and supplies,	45 12
Maintenance of equipment: repair of cars and other vehicles,	45 47
Transportation expenses:	
Cost of electric motive power, \$2,046.42; less power sold, \$1,566.23; net,	480 19
Wages and compensation of persons employed in conducting transportation,	888 29
Other transportation expenses: advertising, etc.,	19 80
TOTAL OPERATING EXPENSES,	\$1,541 87

GENERAL BALANCE SHEET SEPTEMBER 30, 1908.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$87,826 23	
Electric line construction, including poles, wiring, feeder lines, etc.,	26,626 98	
Interest accrued during construction of railway,	682 78	
Engineering and other expenses incident to construction,	3,733 90	
Other items of railway cost: city of Taunton, \$2,000; bond discount, \$8,000,	10,000 00	
TOTAL COST OF RAILWAY OWNED,		\$128,869 84
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$12,850 00	
Electric equipment of same,	6,675 00	
TOTAL COST OF EQUIPMENT OWNED,		19,525 00
Cost of land and buildings:		
Land necessary for operation of railway,	\$702 50	
Electric power stations, including equipment,	42,971 00	
Other buildings necessary for operation of railway,	8,900 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		52,573 50
TOTAL PERMANENT INVESTMENTS,		\$200,468 34
Cash and current assets: cash,		1,168 27
TOTAL,		\$201,636 61
LIABILITIES.		Cr.
Capital stock,		\$80,000 00
Funded debt,		80,000 00
Current liabilities:		
Loans and notes payable,	\$35,924 16	
Matured interest coupons unpaid (including coupons due October 1),	833 60	
Miscellaneous current liabilities: due on contracts,	4,808 38	
TOTAL CURRENT LIABILITIES,		41,566 14
Profit and Loss balance (surplus),		70 47
TOTAL,		\$201,636 61
CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	48	
Number of stockholders in Massachusetts,	48	
Amount of stock held in Massachusetts,	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . .	Per Cent. 5	April 1, 1918,	\$80,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	89,815
Number carried per mile of main railway track operated, .	4,684
Number of round trips run,	1,183
Number of car miles run,	20,111
Average number of persons employed,	16
Company commenced operation August 27, 1898.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	7
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	7
Electric motors,	14

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	8.500 miles.
Length of sidings, switches, etc., . . . . .	.142 "
Total, computed as single track,	8.642 "

System of electric motive power in use by the company: Walker Company, Cleveland, O.

Names of the several cities and towns in which the railways operated by the company are located: Taunton and Norton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & TAUNTON STREET RAILWAY COMPANY,
8 CONGRESS STREET, ROOM 22, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Franklin Mead, *President*, Norton, Mass. Joseph Howard Tidd, *Vice-President*, Taunton, Mass. Edward D. Hewins, *Treasurer and Clerk of Corporation*, Boston, Mass. Douglas A. Brooks, *General Manager*, South Braintree, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin Mead, Norton, Mass. Joseph S. Tidd, Taunton, Mass. Joseph H. Tidd, Taunton, Mass. Frank P. Barney, Chartley, Mass. George H. Swazey, Malden, Mass. Douglas A. Brooks, South Braintree, Mass. Edward D. Hewins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANKLIN MEAD,
JOSEPH S. TIDD,
JOSEPH H. TIDD,
FRANK P. BARNEY,
GEORGE H. SWAZEY,
DOUGLAS A. BROOKS,
EDWARD D. HEWINS,
Directors.
EDWARD D. HEWINS,
Treasurer.
DOUGLAS A. BROOKS,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 21, 1898. Then personally appeared the within-named Franklin Mead, and made oath that the certificate by him here subscribed is, to the best of his knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 25, 1898. Then personally appeared the above-named Joseph S. Tidd, Joseph H. Tidd, Frank P. Barney, George H. Swazey, Douglas A. Brooks and Edward D. Hewins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,
Justice of the Peace.

REPORT
OF THE
PALMER & MONSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation June 24, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$8,685 95
Operating expenses,	7,672 10
GROSS INCOME ABOVE OPERATING EXPENSES,	\$963 85
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$717 07
Taxes,	814 61
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,081 68
Deficit for the year ending September 30, 1898,	\$67 88
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$67 88
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$8,590 95
Receipts from advertising in cars,	45 00
GROSS EARNINGS FROM OPERATION,	\$8,635 95
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$864 00
General office expenses and supplies,	162 02
Insurance,	873 10
Other general expenses: car house expenses and supplies,	752 59
Maintenance of roadway and buildings:	
Repair of roadbed and track,	489 74
Repair of electric line construction,	10 00
Maintenance of equipment: repair of cars and other vehicles,	23 20

Transportation expenses:		
Cost of electric motive power,		\$1,886 01
Wages and compensation of persons employed in conducting transportation,		2,860 26
Rentals of buildings and other property,		251 18
TOTAL OPERATING EXPENSES,		\$7,672 10
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$43,799 02	
Electric line construction, including poles, wiring, feeder lines, etc.,	16,942 39	
Engineering and other expenses incident to construction,	1,104 17	
Other items of railway cost: organization expenses and right of way,	4,092 74	
TOTAL COST OF RAILWAY OWNED,		\$65,938 32
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,367 34	
Electric equipment of same,	2,028 98	
TOTAL COST OF EQUIPMENT OWNED,		6,396 32
Cost of land and buildings:		
Land necessary for operation of railway,	\$500 00	
Electric power stations (equipment only),	4,164 96	
Other buildings necessary for operation of railway,	2,208 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,872 96
TOTAL PERMANENT INVESTMENTS,		\$79,207 60
Cash and current assets:		
Cash,	\$1 88	
Bills and accounts receivable,	147 50	
TOTAL CASH AND CURRENT ASSETS,		149 38
Miscellaneous assets:		
Materials and supplies,	\$226 96	
Other assets and property,	474 85	
TOTAL MISCELLANEOUS ASSETS,		701 81
Profit and Loss balance (deficit),		67 83
TOTAL,		\$80,126 62
	LIABILITIES.	CR.
Capital stock,		\$35,500 00
Partial payments on stock,		530 00
TOTAL CAPITAL STOCK,		\$36,030 00
Current liabilities:		
Loans and notes payable,	\$37,781 70	
Audited vouchers and accounts,	6,814 92	
TOTAL CURRENT LIABILITIES,		44,096 62
TOTAL,		\$80,126 62

CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$85,500 00
Amount paid in on 11 shares not yet issued,		580 00
TOTAL CAPITAL STOCK LIABILITY,		\$86,080 00
Number of shares issued and outstanding,	355	
Number of stockholders,	93	
Number of stockholders in Massachusetts,	90	
Amount of stock held in Massachusetts,	\$34,700 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	176,845
Number carried per mile of main railway track operated,	18,714
Number of round trips run,	6,246
Number of car miles run,	50,884
Average number of persons employed,	28
Company commenced operation June 24, 1898.	

DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power,	10
TOTAL PASSENGER CARS OF ALL KINDS,	10
Other highway vehicles: democrat wagon,	1
Electric motors,	20

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	9.450 miles.
Length of sidings, switches, etc., . . . . .	.160 "
Total, computed as single track,	9.610 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,250 miles.
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System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Palmer.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Ware River Railroad, near Palmer town house, . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PALMER & MONSON STREET RAILWAY COMPANY,
PALMER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. F. Grosvenor, *President*, Palmer, Mass. E. G. Hastings, *Vice-President*, Palmer, Mass. Chas. E. Fish, *Treasurer*, Palmer, Mass. A. Pinney, *Clerk of Corporation*, Palmer, Mass. Thos. W. Kenefick, *General Counsel*, Palmer, Mass. C. D. Shepard, *Superintendent*, Palmer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Grosvenor, Palmer, Mass. E. G. Hastings, Palmer, Mass. A. Pinney, Palmer, Mass. Rufus Flynt, Palmer, Mass. Geo. C. Flynt, Monson, Mass. E. G. Childs, Bondsville, Mass. H. E. W. Clark, Thorndike, Mass. G. H. Wilkins, Palmer, Mass. H. P. Holden, Palmer, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. GROSVENOR,
E. G. HASTINGS,
A. PINNEY,
E. G. CHILDS,
H. E. W. CLARK,
GEO. H. WILKINS,
H. P. HOLDEN,
GEO. C. FLYNT,
Directors.
CHAS. E. FISH,
Treasurer.
C. D. SHEPARD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 1, 1898. Then personally appeared the above-named Charles F. Grosvenor, E. G. Hastings, A. Pinney, E. G. Childs, H. E. W. Clark, George H. Wilkins, H. P. Holden, Chas. E. Fish and C. D. Shepard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS W. KENEFICK,
Justice of the Peace.

REPORT

OF THE

PEOPLE'S STREET RAILWAY COMPANY

FOR THE YEAR ENDING APRIL 30, 1898.

[Commenced operation December 23, 1897. Consolidated with the Lowell, Lawrence & Haverhill April 30, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$11,238 20
Operating expenses,	10,408 88
GROSS INCOME ABOVE OPERATING EXPENSES,	\$834 82
Charges upon income accrued during the year:	
Interest on funded debt, \$1,066 67	
Taxes, 25 17	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,091 84
Deficit for the year ending April 30, 1898,	\$257 02
TOTAL DEFICIT APRIL 30, 1898,	\$257 02
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$11,077 10
Receipts from interest on deposits,	161 10
GROSS EARNINGS FROM OPERATION,	\$11,238 20
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$68 75
Insurance,	100 00
Other general expenses: contingent expenses,	277 92
Maintenance of roadway and buildings:	
Repair of roadbed and track,	465 74
Repair of electric line construction,	52 23
Removal of snow and ice,	952 78
Maintenance of equipment:	
Repair of cars and other vehicles,	1,430 88
Repair of electric equipment of cars,	603 40
Renewal of horses, harnesses, shoeing, etc., and stable expenses,	152 94

Transportation expenses:		
Cost of electric motive power,		\$1,568 33
Provender for horses,		116 26
Wages and compensation of persons employed in conducting transportation,		2,070 16
Damages for injuries to persons and property,		1,758 50
Tolls for trackage over other railways,		784 89
Other transportation expenses: supplies for transportation,		51 10
TOTAL OPERATING EXPENSES,		\$10,403 88
<hr/>		
GENERAL BALANCE SHEET APRIL 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$75,766 29	
Electric line construction, including poles, wiring, feeder lines, etc.,	19,984 20	
Engineering and other expenses incident to construction,	1,701 78	
TOTAL COST OF RAILWAY OWNED,		\$97,452 27
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$15,774 20	
Electric equipment of same,	10,858 21	
TOTAL COST OF EQUIPMENT OWNED,		26,632 41
Cost of land and buildings:		
Land necessary for operation of railway,	\$500 00	
Buildings necessary for operation of railway,	4,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,500 00
TOTAL PERMANENT INVESTMENTS,		\$128,584 68
Cash and current assets: cash,		3,211 89
Profit and Loss balance (deficit),		257 02
TOTAL,		\$132,053 59
LIABILITIES.		CR.
Capital stock,		\$65,000 00
Funded debt,		64,000 00
Current liabilities: audited vouchers and accounts,		1,986 42
Accrued liabilities: interest accrued and not yet due,		1,066 67
TOTAL,		\$132,053 09
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$65,000 00	
Capital stock authorized by votes of company,	65,000 00	
Capital stock issued and outstanding,		\$65,000 00
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$65,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . .	Per Cent. 5	Jan. 1, 1923,	\$64,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	220,942
Number carried per mile of main railway track operated, .	18,387
Number of round trips run,	1,974
Number of car miles run,	47,214
Average number of persons employed,	10
Company commenced operation December 28, 1897.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	8	
Open passenger cars equipped for electric power, . . .	6	
Total,		9
Box passenger cars equipped for horse power, . . .	2	
Open passenger cars equipped for horse power, . . .	2	
Total,		4
TOTAL PASSENGER CARS OF ALL KINDS,		13
Number of all above cars with 8 wheels,		7
Number of cars equipped with fenders,		9
Number of cars equipped with heaters (electric, 3; stoves, 2),		5
Snow ploughs (electric, 2; horse, 1),		3
Electric motors,		22

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.270	3.468	10.738
Length of second main track,	-	1.288	1.288
TOTAL LENGTH OF MAIN TRACK,	7.270	4.746	12.016
Length of sidings, switches, etc., . . . . .	.275	.284	.559
TOTAL, COMPUTED AS SINGLE TRACK,	7.545	5.030	12.575

System of electric motive power in use by the company: overhead trolley; General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Groveland, West Newbury and Newburyport.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	10	-	-	-	10
Employees,	-	-	1	1	1	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	10	1	1	1	11

STATEMENT OF EACH ACCIDENT.

Jan. 31, 1898.—Collision of cars; eleven people injured and motorman killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PEOPLE'S STREET RAILWAY COMPANY,

104 AMES BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Odell, *President*, Salem, Mass. Walter F. Pope, *Treasurer*, Boston, Mass. Robert P. Clapp, *Clerk of Corporation*, Boston, Mass. Franklin Woodman, *Superintendent*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Odell, Salem, Mass. Alfred A. Glasier, Boston, Mass. Charles Augustus Stone, Boston, Mass. Edwin S. Webster, Boston, Mass. Guy E. Tripp, Lawrence, Mass. Walter F. Pope, Boston, Mass. E. Warren Foote, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWIN S. WEBSTER,

G. E. TRIPP,

W. F. POPE,

E. W. FOOTE,

ALFRED A. GLASIER,

CHARLES A. STONE,

Directors.

W. F. POPE,

Treasurer.

FRANKLIN WOODMAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1898. Then personally appeared the above-named G. E. Tripp, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, AUGUSTUS NICKERSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1898. Then personally appeared the above-named W. F. Pope, E. W. Foote, Alfred A. Glasier and Charles A. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, G. E. TRIPP,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. OCT. 28, 1898. Then personally appeared the above-named Franklin Woodman, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, G. E. TRIPP,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 28, 1898. Then personally appeared the above-named Edwin S. Webster, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, FRANCIS W. ROBINSON,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$66,070 25
Operating expenses,	42,931 96
NET EARNINGS FROM OPERATION,	\$23,138 30
Miscellaneous income:	
Rent of picnic grounds,	\$148 00
Discounts,	36 80
Insurance dividend,	47 52
TOTAL MISCELLANEOUS INCOME,	232 32
GROSS INCOME ABOVE OPERATING EXPENSES,	\$23,370 62
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,250 00
Interest and discount on unfunded debts and loans,	180 98
Taxes,	1,080 93
Other deductions from income: expense of pleasure grounds,	278 24
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,740 15
NET DIVISIBLE INCOME,	\$19,630 47
Dividends declared (6 per cent on \$60,000),	3,600 00
Surplus for the year ending September 30, 1898,	\$16,030 47
Amount of surplus September 30, 1897,	17,208 91
	\$33,239 38
Debits to profit and loss account during the year: depreciation in property accounts,	21,000 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$12,239 38
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$65,845 25
Receipts from advertising in cars,	225 00
GROSS EARNINGS FROM OPERATION,	\$66,070 25

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$2,450 00
General office expenses and supplies,		140 87
Legal expenses,		840 92
Insurance,		4,488 24
Other general expenses: directors' allowance and travelling expenses,		508 00
Maintenance of roadway and buildings:		
Repair of roadbed and track,		4,094 82
Repair of electric line construction,		1,766 06
Removal of snow and ice,		914 14
Repair of buildings,		682 86
Maintenance of equipment:		
Repair of cars and other vehicles,		1,940 88
Repair of electric equipment of cars,		2,371 10
Renewal of horses, harnesses, shoeing, etc.,		71 78
Transportation expenses:		
Cost of electric motive power,		7,471 14
Provender for horses,		340 70
Wages and compensation of persons employed in conducting transportation,		14,090 76
Tolls for trackage over other railways,		48 40
Other transportation expenses,		1,112 83
Repairs to machinery,		100 00
TOTAL OPERATING EXPENSES,		\$42,931 95
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	\$15,642 80	
New electric line construction,	1,088 19	
TOTAL ADDITIONS TO RAILWAY,		\$16,731 99
Additions to equipment:		
Additional cars (4 in number),	\$7,629 14	
Other additions to equipment: snow scraper,	288 90	
TOTAL ADDITIONS TO EQUIPMENT,		7,918 04
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$12,808 41	
New electric power stations, including machinery, etc.,	2,481 71	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		15,290 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$39,940 15
Deductions from property accounts (property reduced in valuation and credited to property accounts):		
Roadbed and track,	\$12,000 00	
Equipment car,	4,000 00	
Machinery,	2,000 00	
Real estate,	3,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		21,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$18,940 15

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.			
ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks,		\$80,518	41
Electric line construction, including poles, wiring, feeder lines, etc.,		11,061	17
TOTAL COST OF RAILWAY OWNED,			
			\$91,574 58
Cost of equipment:			
Cars and other rolling stock and vehicles,		\$22,485	65
Horses,		147	50
Other items of equipment,		1,276	65
TOTAL COST OF EQUIPMENT OWNED,			
			23,909 80
Cost of land and buildings:			
Land necessary for operation of railway,		\$12,108	41
Electric power stations, including equipment,		8,985	16
Other buildings necessary for operation of railway,		1,887	14
TOTAL COST OF LAND AND BUILDINGS OWNED,			
			22,480 71
TOTAL PERMANENT INVESTMENTS,			
			\$137,965 09
Cash and current assets: cash,			
			11,124 29
TOTAL,			
			\$149,089 38
LIABILITIES.		CR.	
Capital stock,			
			\$80,000 00
Funded debt,			
			45,000 00
Current liabilities:			
Loans and notes payable,		\$8,350	00
Miscellaneous current liabilities: subscrip- tions,		8,500	00
TOTAL CURRENT LIABILITIES,			
			11,850 00
Profit and Loss balance (surplus),			
			12,239 38
TOTAL,			
			\$149,089 38
CAPITAL STOCK.			
Capital stock authorized by law,			
		\$80,000	00
Capital stock authorized by votes of company,			
		80,000	00
Capital stock issued and outstanding,			
			\$80,000 00
Number of shares issued and outstanding,			
		800	
Number of stockholders,			
		36	
Number of stockholders in Massachusetts,			
		36	
Amount of stock held in Massachusetts,			
		\$80,000	00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent.			
Mortgage bonds,	5	Jan. 1, 1904,	\$80,000 00	\$1,500 00
	5	Jan. 1, 1906,	15,000 00	750 00
TOTALS,			\$45,000 00	\$2,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,818,035
Number carried per mile of main railway track operated,	180,537
Number of round trips run,	29,679
Number of car miles run,	260,900
Average number of persons employed,	82

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	9	
Open passenger cars equipped for electric power,	9	
Total,		18
Box passenger cars equipped for horse power,	2	
Open passenger cars equipped for horse power,	3	
Total,		5
TOTAL PASSENGER CARS OF ALL KINDS,		23
Number of cars equipped with fenders,		18
Number of cars equipped with heaters (electric),		9
Snow ploughs (electric),		1
Carts and snow sleds,		1
Other highway vehicles,		1
Electric motors,		38
Horses,		3
Harnesses (double, 1; single, 1),		2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	10.097 miles.
Length of sidings, switches, etc., . . . . .	.504 "
Total, computed as single track,	10.601 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	8,900 feet.
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System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Pittsfield and Dalton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	3	-	3

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.			
ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks,		\$80,513	41
Electric line construction, including poles, wiring, feeder lines, etc.,		11,061	17
TOTAL COST OF RAILWAY OWNED,			\$91,574 58
Cost of equipment:			
Cars and other rolling stock and vehicles,		\$22,485	65
Horses,		147	50
Other items of equipment,		1,276	65
TOTAL COST OF EQUIPMENT OWNED,			23,909 80
Cost of land and buildings:			
Land necessary for operation of railway,		\$12,108	41
Electric power stations, including equipment,		8,985	16
Other buildings necessary for operation of railway,		1,387	14
TOTAL COST OF LAND AND BUILDINGS OWNED,			22,480 71
TOTAL PERMANENT INVESTMENTS,			\$137,965 09
Cash and current assets: cash,			11,124 29
TOTAL,			\$149,089 38
LIABILITIES.		CR.	
Capital stock,		\$80,000	00
Funded debt,		45,000	00
Current liabilities:			
Loans and notes payable,		\$8,350	00
Miscellaneous current liabilities: subscrip- tions,		8,500	00
TOTAL CURRENT LIABILITIES,			11,850 00
Profit and Loss balance (surplus),			12,239 38
TOTAL,			\$149,089 38
CAPITAL STOCK.			
Capital stock authorized by law,		\$80,000	00
Capital stock authorized by votes of company,		80,000	00
Capital stock issued and outstanding,			\$80,000 00
Number of shares issued and outstanding,		800	
Number of stockholders,		86	
Number of stockholders in Massachusetts,		86	
Amount of stock held in Massachusetts,		\$80,000	00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	5	Jan. 1, 1904,	\$80,000 00	\$1,500 00
Mortgage bonds,	5	Jan. 1, 1906,	15,000 00	750 00
TOTALS,			\$45,000 00	\$2,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,318,035
Number carried per mile of main railway track operated, .	180,537
Number of round trips run,	29,679
Number of car miles run,	260,900
Average number of persons employed,	82

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	9	
Open passenger cars equipped for electric power,	9	
Total,		18
Box passenger cars equipped for horse power,	2	
Open passenger cars equipped for horse power,	3	
Total,		5
TOTAL PASSENGER CARS OF ALL KINDS,		23
Number of cars equipped with fenders,		18
Number of cars equipped with heaters (electric),		9
Snow ploughs (electric),		1
Carts and snow sleds,		1
Other highway vehicles,		1
Electric motors,		38
Horses,		3
Harnesses (double, 1; single, 1),		2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	10.097 miles.
Length of sidings, switches, etc., . . . . .	.504 "
Total, computed as single track,	10.601 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3,900 feet.
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System of electric motive power in use by the company : Westinghouse.
Names of the several cities and towns in which the railways operated by the
company are located : Pittsfield and Dalton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

Feb. 16, 1898. — Collision of car and scraper; man slightly injured.

March 20. — Man jumped from moving car; slightly injured.

July 29. — Man jumped from moving car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,
PITTSFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Charles E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. William R. Plunkett, *General Counsel*, Pittsfield, Mass. Peter C. Dolan, *General Manager*, Pittsfield, Mass. Patrick H. Dolan, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,
CHARLES E. MERRILL,
ALEX. KENNEDY,
J. L. BACON,
P. C. DOLAN,
JAS. W. HULL,
J. M. STEVENSON,
Directors.
CHARLES E. MERRILL,
Treasurer.
P. H. DOLAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. OCT. 19, 1898. Then personally appeared the above-named Joseph Tucker, Charles E. Merrill, Alexander Kennedy, J. L. Bacon, P. C. Dolan, James W. Hull, J. M. Stevenson and P. H. Dolan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. PLUNKETT,
Justice of the Peace.

REPORT

OF THE

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$11,735 37
Operating expenses,	7,315 52
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,419 85
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$363 73
Taxes,	204 75
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	568 48
Surplus for the year ending September 30, 1898,	\$3,851 37
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$3,851 37
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$11,677 75
Other earnings from operation: transportation of supplies for militia company,	57 62
GROSS EARNINGS FROM OPERATION,	\$11,735 37
EXPENSES OF OPERATION.	
General expenses:	
Advertising,	\$160 20
Insurance,	453 50
Other general expenses,	2,570 75
Maintenance of roadway and buildings: repair of roadbed and track,	14 97
Maintenance of equipment:	
Repair of cars and other vehicles,	151 11
Repair of electric equipment of cars,	83 04

Transportation expenses:		
Wages and compensation of persons employed in conducting transportation,		\$1,941 16
Damages for injuries to persons and property,		80 00
Tolls for trackage over other railways,		1,736 79
Rentals of buildings and other property,		125 00
TOTAL OPERATING EXPENSES,		\$7,315 52
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$32,845 58	
Electric line construction, including poles, wiring, feeder lines, etc.,	7,920 69	
TOTAL COST OF RAILWAY OWNED,		\$40,766 27
Cost of equipment:		
TOTAL COST OF EQUIPMENT OWNED,		13,793 76
Cost of land and buildings:		
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,278 03
TOTAL PERMANENT INVESTMENTS,		\$63,838 06
Cash and current assets:		
Cash,	\$1,239 30	
Bills and accounts receivable,	2,950 00	
TOTAL CASH AND CURRENT ASSETS,		4,189 30
Miscellaneous assets; materials and supplies,		68 30
TOTAL,		\$68,095 66
LIABILITIES.		CR.
Capital stock,		\$40,000 00
Current liabilities:		
Loans and notes payable,	\$15,778 81	
Audited vouchers and accounts,	8,465 48	
TOTAL CURRENT LIABILITIES,		24,244 29
Profit and Loss balance (surplus),		8,851 37
TOTAL,		\$68,095 66
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock issued and outstanding,		\$40,000 00
Number of shares issued and outstanding,	400	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$40,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	234,707
Number carried per mile of main railway track operated, .	46,513
Number of round trips run,	8,128
Number of car miles run,	42,802
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	8
Other railway rolling stock: 1 Baldwin locomotive and combination car.	
Electric motors,	16

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	4.239	.807	5.046
Length of sidings, switches, etc., . . . . .	.222	-	.222
TOTAL, COMPUTED AS SINGLE TRACK,	4.461	.807	5.268

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newburyport and Newbury.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

May 30, 1898. — Man, leaning from running-board, struck pole and was badly bruised about the head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY,
NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles Odell, *President*, Salem, Mass. Ralph G. Calef, *Treasurer and Clerk of Corporation*, Newburyport, Mass. Henry C. Moulton, *General Counsel*, Salem, Mass. C. Fred Dennis, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles Odell, Salem, Mass. Nathaniel Dole, Newbury, Mass. Alfred Soule, Boston, Mass. C. Fred Dennis, Newburyport, Mass. Ralph G. Calef, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES ODELL,
NATHANIEL DOLE,
C. FRED DENNIS,
RALPH G. CALEF,
ALFRED SOULE,
Directors.
RALPH G. CALEF,
Treasurer.
C. FRED DENNIS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NEWBURYPORT, Nov. 2, 1898. Then personally appeared the above-named Charles Odell, Nathaniel Dole, C. Fred Dennis and Alfred Soule, directors, and Ralph G. Calef, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM F. HOUSTON,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$36,833 82
Operating expenses,	24,733 83
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,099 99
Charges upon income accrued during the year :	
Interest on funded debt, \$1,750 00	
Interest and discount on unfunded debts and loans, 1,839 18	
Taxes, 1,532 77	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,171 95
NET DIVISIBLE INCOME,	\$6,928 04
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1898,	\$928 04
Amount of surplus September 30, 1897,	2,592 75
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$3,520 79
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$34,106 60
Receipts from rentals of buildings and other property,	2,500 00
Receipts from advertising in cars,	150 00
Other earnings from operation: sale of old metal,	77 22
GROSS EARNINGS FROM OPERATION,	\$36,833 82
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,700 00
General office expenses and supplies,	1,299 77
Legal expenses,	250 00
Insurance,	904 99
Other general expenses: amusements, \$597.57; travelling expenses, \$78.83; freight and express charges, \$51.52,	527 92

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$895 12
Repair of electric line construction,		70 87
Removal of snow and ice,		428 93
Repair of buildings,		445 35
Maintenance of equipment:		
Repair of cars and other vehicles,		722 53
Repair of electric equipment of cars,		377 64
Renewal of horses, harnesses, shoeing, etc.,		10 25
Transportation expenses:		
Cost of electric motive power,		6,003 29
Horse keeping,		234 50
Wages and compensation of persons employed in conducting transportation,		10,624 33
Damages for injuries to persons and property,		189 90
Other transportation expenses: oil and grease,		48 45
TOTAL OPERATING EXPENSES,		\$24,738 83
PROPERTY ACCOUNTS.		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of harness, account of cars and equipment,	\$6 00	
Payment by Plymouth Electric Light Company for lighting line construction, account Hotel Pilgrim,	64 40	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		\$70 40
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		\$70 40
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway: roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., . .		\$101,665 73
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$22,900 43	
Horses,	90 00	
Other items of equipment: snow plough,	918 52	
TOTAL COST OF EQUIPMENT OWNED,		23,908 95
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,025 00	
Buildings necessary for operation of railway,	5,803 64	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,828 64
Other permanent property: Hotel Pilgrim,		32,667 40
TOTAL PERMANENT INVESTMENTS,		\$165,070 73
Cash and current assets: cash,		3,450 07
Miscellaneous assets: materials and supplies,		1,000 00
TOTAL,		\$169,520 79

LIABILITIES.		CR.	
Capital stock,			\$100,000 00
Funded debt,			35,000 00
Real estate mortgages,			7,000 00
Current liabilities:			
Loans and notes payable,	\$20,000 00		
Miscellaneous current liabilities: debenture bonds, 6 per cent, due January 1, 1899; authorized, \$50,000; issued, \$4,000,	4,000 00		
TOTAL CURRENT LIABILITIES,			24,000 00
Profit and Loss balance (surplus),			3,520 79
TOTAL,			\$169,520 79
CAPITAL STOCK.			
Capital stock authorized by law,	\$100,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			\$100,000 00
Number of shares issued and outstanding,	1,000		
Number of stockholders,	88		
Number of stockholders in Massachusetts,	82		
Amount of stock held in Massachusetts,	\$97,900 00		

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land and buildings at southern terminus (Hotel Pilgrim),	Per Cent. 5½	On demand, .	\$7,000 00	\$498 17

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan., 1910,	\$35,000 00	\$1,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	691,048
Number carried per mile of main railway track operated,	78,977
Number of round trips run,	10,152
Number of car miles run,	181,650
Average number of persons employed,	16

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	6
Open passenger cars equipped for electric power, . . .	6
TOTAL PASSENGER CARS OF ALL KINDS, . . .	12
Number of cars equipped with fenders, . . .	12
Number of cars equipped with heaters (electric, 8; stoves, 8),	6
Snow ploughs (electric), . . .	1
Carts and snow sleds, . . .	2
Other highway vehicles: light wagon, . . .	1
Electric motors, . . .	12
Horses, . . .	1
Harnesses (single), . . .	2
Other items of equipment: open car body, equipped with truck in summer, . . .	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	8.750 miles.
Length of sidings, switches, etc., . . .	.430 "
Total, computed as single track, . . .	9.180 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the company are located: Plymouth and Kingston.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	1	-	5	-	6
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	1	-	1	-	2
TOTALS, . . .	-	2	-	6	-	8

STATEMENT OF EACH ACCIDENT.

Oct. 16, 1897. — Lady stepped from moving car; slightly injured.

December 4. — Passenger stepped from moving car; slightly injured.

Jan. 29, 1898. — Intoxicated man fell from car; picked up unconscious; not seriously injured.

January 31. — Car collided with post; lady claimed to have sprained her side.

March 20. — Passenger jumped from moving car; picked up unconscious; not seriously injured.

June 26. — Lady stepped backwards from moving car; head slightly injured.

August 6. — Lady stepped in front of car; slightly injured.

August 9. — Car collided with team; driver fell or jumped off; claims to be injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albert L. Gordon, *President*, 77 Bedford Street, Room 23, Boston, Mass.
Henry W. Barnes, *Treasurer*, Plymouth, Mass. Charles E. Barnes, *Clerk of Corporation*, 816 Exchange Building, Boston, Mass. Benjamin F. Sherburne, *Superintendent*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albert L. Gordon, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. Edward E. Floyd, Milton, Mass. J. Walter Davis, Auburndale, Mass. Charles E. Barnes, Plymouth, Mass. Charles I. Litchfield, Plymouth, Mass. Henry W. Barnes, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALBERT L. GORDON,
CHARLES E. BARNES,
AUSTIN R. MITCHELL,
J. W. DAVIS,
EDWARD E. FLOYD,
HENRY W. BARNES,
Directors.
HENRY W. BARNES,
Treasurer.
BENJ. F. SHERBURNE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Oct. 27, 1898. Then personally appeared the above-named Albert L. Gordon, Charles E. Barnes, Austin R. Mitchell, J. W. Davis, Edward E. Floyd and Benj. F. Sherburne, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. BARNES,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Oct. 27, 1898. Then personally appeared the above-named Henry W. Barnes, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM W. BREWSTER,
Justice of the Peace.

REPORT

OF THE

PROVIDENCE & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation June 26, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$35,556 51
Operating expenses,	12,855 91
GROSS INCOME ABOVE OPERATING EXPENSES,	\$22,700 60
Charges upon income accrued during the year:	
Interest on funded debt,	\$625 00
Interest and discount on unfunded debts and loans,	1,024 54
Taxes,	600 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,249 54
Surplus for the year ending September 30, 1898,	\$20,451 06
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$20,451 06
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$35,456 51
Receipts from advertising in cars,	100 00
GROSS EARNINGS FROM OPERATION,	\$35,556 51
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$250 00
General office expenses and supplies,	810 13
Insurance (fire, \$225; accident, \$1,861.45),	2,086 45
Other general expenses:	
Printing and advertising,	562 78
Lamps, oil and grease,	270 64
Maintenance of roadway and buildings:	
Repair of roadbed and track,	340 45
Repair of electric line construction,	30 25

Maintenance of equipment:	
Repair of cars and other vehicles,	\$514 87
Repair of electric equipment of cars,	554 05
Transportation expenses:	
Cost of electric motive power,	8,640 05
Wages and compensation of persons employed in conducting transportation,	8,711 24
Damages for injuries to persons and property,	85 00
TOTAL OPERATING EXPENSES,	\$12,855 91

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		DR.
Cost of railway:		
Paid on contract,	\$405,835 46	
Engineering and other expenses incident to construction,	8,752 14	
TOTAL COST OF RAILWAY OWNED,		\$409,087 60
Cash and current assets:		
Cash,	\$7,202 97	
Bills and accounts receivable,	1,353 25	
TOTAL CASH AND CURRENT ASSETS,		8,556 22
Miscellaneous assets: materials and supplies,		450 54
TOTAL,		\$418,094 86
LIABILITIES.		CR.
Capital stock,		\$175,000 00
Funded debt,		150,000 00
Current liabilities:		
Loans and notes payable,	\$70,000 00	
Audited vouchers and accounts,	1,418 80	
TOTAL CURRENT LIABILITIES,		71,418 80
Accrued liabilities:		
Interest accrued and not yet due,	\$625 00	
Taxes accrued and not yet due,	600 00	
TOTAL ACCRUED LIABILITIES,		1,225 00
Profit and Loss balance (surplus),		20,451 06
TOTAL,		\$418,094 86
CAPITAL STOCK.		
Capital stock authorized by law,	\$175,000 00	
Capital stock authorized by votes of company,	175,000 00	
Capital stock issued and outstanding,		\$175,000 00
Number of shares issued and outstanding,	1,750	
Number of stockholders,	47	
Number of stockholders in Massachusetts,	40	
Amount of stock held in Massachusetts,	\$156,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . .	Per Cent. 5	Sept. 1, 1918,	\$150,000 00	\$625 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	673,714
Number carried per mile of main railway track operated, .	45,149
Number of round trips run,	5,262
Number of car miles run,	99,983
Average number of persons employed,	25
Company commenced operation June 25, 1898.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	6
Open passenger cars equipped for electric power, . . .	12
TOTAL PASSENGER CARS OF ALL KINDS, . . .	18
Construction, repair and other work cars,	1
Number of all above cars with 8 wheels,	18
Number of cars equipped with fenders,	19
Number of cars equipped with heaters (electric),	6
Snow ploughs (electric),	8
Electric motors,	38

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 13.600	Miles. 1.422	Miles. 14.922
Length of sidings, switches, etc., . . . . .	.600	-	.600
TOTAL, COMPUTED AS SINGLE TRACK,	14.100	1.422	15.522

System of electric motive power in use by the company: overhead trolley;
General Electric Company.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	2	-	3	-	5
TOTALS,	-	2	-	5	-	7

STATEMENT OF EACH ACCIDENT.

July 9, 1898. — Loaded coal team balked on track, struck by car while man had horses by head; claims made that horses and man were injured.

July 29. — Farm wagon crossed street in front of rapidly approaching car; horses were struck by car, knocked down and bruised and man thrown out; claims to be slightly injured.

September 3. — Man jumped from rapidly moving car, being frightened because trolley came off; face scratched and said his back was hurt; no claim made for damages.

September 6. — Deaf man walked in front of moving car; knocked down and bruised.

September 14. — Lady, who would not give her name, fell from car while alighting and slightly injured knee and elbow.

September 30. — Man pulled dump-cart suddenly in front of car, throwing man off car; claims leg was hurt.

October 7. — Baker's cart, driven by man, driving on car track in dark, outside of travelled highway, struck by car; wagon demolished, man thrown out and left ankle sprained.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & TAUNTON STREET RAILWAY COMPANY,

REHOBOTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Brockton, Mass. Philip L. Saltonstall, *Treasurer*, 53 State Street, Boston, Mass. Geo. A. Butman, *Clerk of Corporation*, 53 State Street, Boston, Mass. James F. Shaw, *General Manager*, 53 State Street, Boston, Mass. A. L. Ralph, *Superintendent*, Bridgewater, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. Philip L. Saltonstall, Milton, Mass. George A. Butman, Malden, Mass. James F. Shaw, Newburyport, Mass. S. Reed Anthony, 465 Beacon Street, Boston, Mass. A. B. Williams, Taunton, Mass. F. E. Perkins, Providence, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN J. WHIPPLE,
GEO. A. BUTMAN,
A. B. WILLIAMS,
JAS. F. SHAW,
S. REED ANTHONY,
PHILIP L. SALTONSTALL,

Directors.

PHILIP L. SALTONSTALL,

Treasurer.

JAS. F. SHAW,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 23, 1898. Then personally appeared the above-named John J. Whipple, Geo. A. Butman, A. B. Williams, Jas. F. Shaw, S. Reed Anthony and Philip L. Saltonstall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,

Justice of the Peace.

REPORT

OF THE

QUINCY & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$185,728 04
Operating expenses,	87,614 67
GROSS INCOME ABOVE OPERATING EXPENSES,	\$48,118 37
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$4,270 63
Taxes,	7,548 31
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,818 94
NET DIVISIBLE INCOME,	\$36,294 43
Dividends declared:	
3½ per cent on \$420,000,	\$14,700 00
3½ per cent on \$490,100,	17,153 50
TOTAL DIVIDENDS DECLARED,	31,853 50
Surplus for the year ending September 30, 1898,	\$4,440 93
Amount of surplus September 30, 1897,	38,778 31
Credits to profit and loss account during the year: profit on capital stock sold,	16,924 60
	\$60,148 84
Debits to profit and loss account during the year:	
Charged off, account equipment,	\$5,000 00
Charged off, account power stations,	2,000 00
Charged off, account Hough's Neck land,	1,971 12
Charged off, account bills receivable,	1,172 72
	10,143 84
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$50,000 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$128,857 51
Receipts from carriage of mails,	213 61
Receipts from tolls for use of tracks by other companies,	4,778 87
Receipts from rentals of buildings and other property,	1,860 70
Receipts from advertising in cars,	517 35
GROSS EARNINGS FROM OPERATION,	\$135,728 04

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$5,561 06
General office expenses and supplies,	2,106 27
Legal expenses,	255 00
Insurance,	1,940 19
Other general expenses: oil and waste, \$389.35; freight and express, \$901.51; general, \$5,008.90,	6,299 76
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,770 34
Repair of electric line construction,	1,999 86
Removal of snow and ice,	2,980 52
Repair of buildings,	692 92
Maintenance of equipment: repair of cars and other vehicles,	12,782 48
Transportation expenses:	
Cost of electric motive power, \$14,478.47; less power sold, \$5,709.16; net,	8,769 31
Provender for horses,	623 67
Wages and compensation of persons employed in conducting transportation,	36,571 27
Damages for injuries to persons and property,	3,701 72
Other transportation expenses: accident claims,	560 30
TOTAL OPERATING EXPENSES,	\$87,614 67
PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks (length, 19,330 feet),	\$46,407 37
New electric line construction (length, 19,330 feet),	6,210 00
TOTAL ADDITIONS TO RAILWAY,	\$52,617 37
Additions to equipment:	
Additional cars (3 in number),	\$4,888 02
Electric equipment of same,	2,595 00
Other additions to equipment,	1,645 50
TOTAL ADDITIONS TO EQUIPMENT,	9,128 52
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$10,897 30
Additional equipment of power stations,	14,415 58
New buildings necessary for operation of railway,	757 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	26,069 88
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$87,815 77
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Hough's Neck land sold,	\$1,892 19
Charged off, account equipment,	5,000 00
Charged off, account power station,	2,000 00
Charged off, account Hough's Neck land,	1,971 12
Braintree Street Railway Company, one truck,	200 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	11,063 31
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$76,752 46

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$342,973 77	
Electric line construction, including poles, wiring, feeder lines, etc.,	50,748 61	
Interest accrued during construction of railway,	5,261 83	
Engineering and other expenses incident to construction,	6,585 89	
TOTAL COST OF RAILWAY OWNED,		\$405,569 60
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$47,000 65	
Electric equipment of same,	46,819 66	
Horses,	478 04	
Other items of equipment,	2,281 08	
TOTAL COST OF EQUIPMENT OWNED,		96,579 88
Cost of land and buildings:		
Land necessary for operation of railway,	\$64,533 27	
Electric power stations, including equipment,	101,344 84	
TOTAL COST OF LAND AND BUILDINGS OWNED,		165,877 61
TOTAL PERMANENT INVESTMENTS,		\$668,026 59
Cash and current assets:		
Cash,	\$33,032 87	
Bills and accounts receivable,	2,084 76	
TOTAL CASH AND CURRENT ASSETS,		35,117 63
Miscellaneous assets:		
Materials and supplies,	\$6,885 78	
Other assets and property,	1,010 49	
TOTAL MISCELLANEOUS ASSETS,		7,846 27
TOTAL,		\$710,490 49
LIABILITIES.		Cr.
Capital stock,		
Capital stock,		\$500,000 00
Current liabilities:		
Loans and notes payable,	\$146,880 00	
Audited vouchers and accounts,	18,610 49	
TOTAL CURRENT LIABILITIES,		160,490 49
Profit and Loss balance (surplus),		50,000 00
TOTAL,		\$710,490 49
CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	500,000 00	
Capital stock issued and outstanding,		\$500,000 00
Number of shares issued and outstanding,	5,000	
Number of stockholders,	290	
Number of stockholders in Massachusetts,	285	
Amount of stock held in Massachusetts,	\$480,700 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,712,342
Number carried per mile of main railway track operated, .	90,240
Number of round trips run,	76,957
Number of car miles run,	564,141
Average number of persons employed,	99

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	20
Open passenger cars equipped for electric power, . . .	26
TOTAL PASSENGER CARS OF ALL KINDS, . . .	46
Construction, repair and other work cars,	4
Number of all above cars with 8 wheels,	5
Number of cars equipped with fenders,	46
Number of cars equipped with heaters (electric), . . .	20
Snow ploughs (electric),	3
Other railway rolling stock: 1 tip cart, 2 express wagons, 1 democrat wagon,	4
Electric motors,	61
Horses,	2
Harnesses (double, 1; single, 2),	3
Other items of equipment: 1 walkaway, 2 tower wagons, .	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	29.482 miles.
Length of second main track, . . . . .	.575 "
Total length of main track,	80.057 "
Length of sidings, switches, etc., . . . . .	.990 "
Total, computed as single track,	81.047 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the company are located: Quincy, Weymouth, Milton and Boston.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, at Quincy Adams (two passenger tracks and one freight track),	2	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	10	-	13
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	5	-	5
TOTALS,	-	4	-	15	-	19

STATEMENT OF EACH ACCIDENT.

Oct. 3, 1897. — Man, intoxicated, fell from car.

October 17. — Motor dropped; woman injured.

Jan. 6, 1898. — Man, intoxicated, fell leaving car.

January 28. — Woman fell in leaving car.

February 8. — Boy thrown from car.

May 7. — Woman fell in leaving car.

May 14. — Man hit by pole.

June 25. — Man fell leaving car.

June 25. — Woman jumped from moving car.

June 29. — Man and woman jumped from moving car.

July 3. — Man hit by pole.

July 7. — Woman jumped from moving car.

July 11. — Man stepped off moving car.

August 7. — Little girl was thrown from seat.

August 18. — Man hit by pole.

August 18. — Man hit by pole.

August 31. — Team and car; driver injured.

September 11. — Man hit by pole.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

QUINCY & BOSTON STREET RAILWAY COMPANY,

QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Fred'k H. Smith, *Treasurer and Clerk of Corporation*, Quincy, Mass. Roger H. Wilde, *Auditor*, Atlantic, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Arthur Burnham, Boston, Mass. Winthrop Coffin, Brookline, Mass. John F. Merrill, Quincy, Mass. Thomas H. McDonnell, Quincy, Mass. Josiah Quincy, Boston, Mass. John A. Duggan, Atlantic, Mass. Roger H. Wilde, Atlantic, Mass. W. A. Drake, North Weymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
JOHN A. DUGGAN,
ARTHUR BURNHAM,
THOS. H. McDONNELL,
ROGER H. WILDE,
JOHN F. MERRILL,
W. A. DRAKE, . . .

Directors.

FRED'K H. SMITH,

Treasurer.

BENJ. J. WEEKS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Oct. 19, 1898. Then personally appeared the above-named John R. Graham, John A. Duggan, Arthur Burnham, Thomas H. McDonnell, Roger H. Wilde and John F. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K H. SMITH,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. OCT. 22, 1898. Then personally appeared the above-named Fred'k H. Smith, and made oath that the foregoing certificate by him subscribed is, to his best knowledge and belief, true.

Before me,

WM. G. A. POTTER,

Justice of the Peace.

REPORT
OF THE
READING & LOWELL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$16,789 46
Operating expenses,	15,554 94
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,184 52
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$3,285 15
Taxes,	784 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,069 65
Deficit for the year ending September 30, 1898,	\$2,885 13
Amount of deficit September 30, 1897,	8,814 01
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$6,699 14
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$16,588 05
Receipts from tolls for use of tracks by other companies,	76 41
Receipts from advertising in cars,	75 00
GROSS EARNINGS FROM OPERATION,	\$16,739 46
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$789 04
General office expenses and supplies,	318 31
Insurance,	902 09
Maintenance of roadway and buildings:	
Repair of roadbed and track,	183 96
Repair of electric line construction,	168 34
Removal of snow and ice,	289 86
Maintenance of equipment:	
Repair of cars and other vehicles,	600 86
Repair of electric equipment of cars,	441 97

Transportation expenses:

Cost of electric motive power,
 Wages and compensation of persons employed in c
 ing transportation,
 Damages for injuries to persons and property,
 Other transportation expenses: oil, waste, etc.,

TOTAL OPERATING EXPENSES,

PROPERTY ACCOUNTS.**Additions to railway:**

Paving, \$
 New electric line construction (new feeder
 wire), 1,4
 Other additions to railway: legal and engi-
 neering expenses,

TOTAL ADDITIONS TO RAILWAY,
Additions to equipment: tools,

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.**ASSETS.****Cost of railway:**

Roadbed and tracks, \$118,073
 Electric line construction, including poles,
 wiring, feeder lines, etc., 18,508
 Engineering and other expenses incident to
 construction, 3,673

TOTAL COST OF RAILWAY OWNED,

Cost of equipment:

Cars and other rolling stock and vehicles, \$8,284
 Electric equipment of same, 4,829
 Other items of equipment: snow plough,
 fenders, heaters, registers, etc., 1,437

TOTAL COST OF EQUIPMENT OWNED,

TOTAL PERMANENT INVESTMENTS,

Cash and current assets:

Cash, \$1,560
 Other cash and current assets:
 Prepaid insurance, 875
 Prepaid interest, 720

TOTAL CASH AND CURRENT ASSETS,

Miscellaneous assets: materials and supplies,

Profit and Loss balance (deficit),

TOTAL,

LIABILITIES.		Cr.	
Capital stock,			\$100,000 00
Current liabilities:			
Loans and notes payable,	\$63,000 00		
Audited vouchers and accounts,	1,688 08		
TOTAL CURRENT LIABILITIES,			64,688 08
TOTAL,			\$164,688 08
CAPITAL STOCK.			
Capital stock authorized by law,	\$100,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			\$100,000 00
Number of shares issued and outstanding,	1,000		
Number of stockholders,	14		
Number of stockholders in Massachusetts,	13		
Amount of stock held in Massachusetts,	\$80,000 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	332,530
Number carried per mile of main railway track operated,	28,085
Number of round trips run,	5,945
Number of car miles run,	146,873
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	8
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	7
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	7
Number of cars equipped with heaters (electric),	8
Snow ploughs (electric),	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.840 miles.
Length of sidings, switches, etc., . . . . .	.140 "
Total, computed as single track,	11.980 "

Transportation expenses:		
Cost of electric motive power,		\$5,854 13
Wages and compensation of persons employed in conducting transportation,		5,378 54
Damages for injuries to persons and property,		718 49
Other transportation expenses: oil, waste, etc.,		14 35
TOTAL OPERATING EXPENSES,		\$15,554 94
PROPERTY ACCOUNTS.		
Additions to railway:		
Paving,	\$42 24	
New electric line construction (new feeder wire),	1,484 81	
Other additions to railway: legal and engineering expenses,	12 00	
TOTAL ADDITIONS TO RAILWAY,		\$1,489 05
Additions to equipment: tools,		16 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$1,505 05
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$118,078 38	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,505 74	
Engineering and other expenses incident to construction,	3,673 68	
TOTAL COST OF RAILWAY OWNED,		\$140,252 75
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$8,284 51	
Electric equipment of same,	4,829 51	
Other items of equipment: snow plough, fenders, heaters, registers, etc.,	1,487 80	
TOTAL COST OF EQUIPMENT OWNED,		14,551 32
TOTAL PERMANENT INVESTMENTS,		\$154,804 07
Cash and current assets:		
Cash,	\$1,560 87	
Other cash and current assets:		
Prepaid insurance,	375 00	
Prepaid interest,	720 00	
TOTAL CASH AND CURRENT ASSETS,		2,655 87
Miscellaneous assets: materials and supplies,		529 00
Profit and Loss balance (deficit),		6,699 14
TOTAL,		\$164,688 08

LIABILITIES.		Cr.	
Capital stock,			\$100,000 00
Current liabilities:			
Loans and notes payable,	\$68,000 00		
Audited vouchers and accounts,	1,688 08		
TOTAL CURRENT LIABILITIES,			64,688 08
TOTAL,			\$164,688 08
CAPITAL STOCK.			
Capital stock authorized by law,	\$100,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			\$100,000 00
Number of shares issued and outstanding,	1,000		
Number of stockholders,	14		
Number of stockholders in Massachusetts,	13		
Amount of stock held in Massachusetts,	\$80,000 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	332,530
Number carried per mile of main railway track operated,	28,085
Number of round trips run,	5,945
Number of car miles run,	146,873
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	3
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	7
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	7
Number of cars equipped with heaters (electric),	3
Snow ploughs (electric),	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.840 miles.
Length of sidings, switches, etc., . . . . .	.140 "
Total, computed as single track,	11.980 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,670 mile.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Reading, Wilmington and Billerica.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	2	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	3	-	2	-	5

STATEMENT OF EACH ACCIDENT.

May 13, 1898. — Woman fell leaving car, injuring arm.

July 5. — Two cars came together, injuring woman's thumb.

July 21. — Lights in car burned out by lightning; woman frightened and jumped from car, spraining her ankle.

August 14. — Man struck by pole, badly bruising his head.

August 19. — Car left rail, shaking up one woman.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

READING & LOWELL STREET RAILWAY COMPANY,
WAKEFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. James F. Shaw, *Vice-President, Treasurer and General Manager*, 53 State Street, Boston, Mass. George A. Butman, *Clerk of Corporation*, 53 State Street, Boston, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. James F. Shaw, Newburyport, Mass. George A. Butman, Malden, Mass. Phineas W. Sprague, Malden, Mass. H. Fisher Eldredge, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,

JAS. F. SHAW,

GEO. A. BUTMAN,

Directors.

JAS. F. SHAW,

Treasurer.

CHAS. F. HEATH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman and Chas. F. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

REPORT

OF THE

ROCKLAND & ABINGTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$77,889 38
Operating expenses,	65,127 28
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,762 10
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,381 41
Interest and discount on unfunded debts and loans,	2,189 09
Taxes,	1,989 49
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	9,559 99
NET DIVISIBLE INCOME,	\$3,202 11
Dividends declared (6 per cent),	7,200 00
Deficit for the year ending September 30, 1898,	\$3,997 89
Amount of surplus September 30, 1897,	8,540 55
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$4,542 66
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$75,315 88
Receipts from carriage of mails,	276 40
Receipts from tolls for use of tracks by other companies,	1,657 72
Receipts from rentals of buildings and other property,	120 00
Receipts from advertising in cars,	300 00
Receipts from interest on deposits,	83 38
Other earnings from operation: sales of old metal,	186 00
GROSS EARNINGS FROM OPERATION,	\$77,889 38
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,706 95
General office expenses and supplies,	444 73
Legal expenses,	170 75
Insurance,	1,288 79
Other general expenses: miscellaneous expenses,	893 85

Maintenance of roadway and buildings :	
Repair of roadbed and track,*	\$5,854 23
Repair of electric line construction,*	747 78
Removal of snow and ice,	2,429 47
Repair of buildings,	79 20
Maintenance of equipment :	
Repair of cars and other vehicles,	2,485 30
Repair of electric equipment of cars,	2,761 84
Renewal of horses, harnesses, shoeing, etc.,	16 45
Transportation expenses :	
Cost of electric motive power, \$19,673.27; less power sold, \$1,173.27; net,	18,500 00
Provender for horses,	132 30
Wages and compensation of persons employed in conducting transportation,	22,723 35
Damages for injuries to persons and property,	1,929 12
Tolls for trackage over other railways,	1,086 11
Rentals of buildings and other property,	200 00
Other transportation expenses: oil and waste, \$180.33; fuel, \$230; water tax, \$84; miscellaneous expenses, \$732.73,	1,227 06
TOTAL OPERATING EXPENSES,	\$65,127 28

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 1,680 feet),	\$1,758 15
New electric line construction (length, 1,680 feet),	181 76
Other additions to railway: completion of addition reported in 1897,	1,556 65
TOTAL ADDITIONS TO RAILWAY,	\$3,496 56
Additions to equipment :	
Additional cars (4 in number),	\$5,399 85
Electric equipment of same,	2,328 74
Other additional rolling stock and vehicles (snow plough),	898 48
Other additions to equipment: safe, \$70; fenders and registers, \$157.25,	227 25
TOTAL ADDITIONS TO EQUIPMENT,	8,854 32
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$12,350 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	Dr.
Cost of railway :	
Roadbed and tracks,	\$128,093 62
Electric line construction, including poles, wiring, feeder lines, etc.,	19,518 46
Interest accrued during construction of railway,	881 15
Engineering and other expenses incident to construction,	5,880 83
TOTAL COST OF RAILWAY OWNED,	\$154,369 06

* Including cost of reconstruction at South Weymouth, caused by street widening, \$3,831.70.

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$41,302 43	
Electric equipment of same,	26,964 76	
Horses,	128 90	
Other items of equipment: furniture, car appliances, tools, etc.,	3,027 48	
TOTAL COST OF EQUIPMENT OWNED,		\$71,423 57
Cost of land and buildings:		
Land necessary for operation of railway,	\$811 70	
Electric power equipment,	13,263 64	
Buildings necessary for operation of railway,	23,119 17	
TOTAL COST OF LAND AND BUILDINGS OWNED,		37,194 51
Other permanent property: dwelling house and lot,		1,350 00
TOTAL PERMANENT INVESTMENTS,		\$264,337 14
Cash and current assets:		
Cash,	\$11,087 93	
Bills and accounts receivable,	643 60	
Other cash and current assets: insurance premiums,	58 57	
TOTAL CASH AND CURRENT ASSETS,		11,790 10
Miscellaneous assets: materials and supplies,		1,817 99
TOTAL,		\$277,945 23
LIABILITIES.		CR.
Capital stock,		\$120,000 00
Funded debt,		100,000 00
Current liabilities:		
Loans and notes payable,	\$41,500 00	
Audited vouchers and accounts,	8,652 08	
Salaries and wages,	1,073 67	
Dividends payable October 1, 1898,	3,600 00	
TOTAL CURRENT LIABILITIES,		49,825 75
Accrued liabilities:		
Interest accrued and not yet due,	\$2,787 46	
Taxes accrued and not yet due,	889 86	
TOTAL ACCRUED LIABILITIES,		3,576 32
Profit and Loss balance (surplus),		4,542 66
TOTAL,		\$277,945 23
CAPITAL STOCK.		
Capital stock authorized by law,	\$120,000 00	
Capital stock authorized by votes of company,	120,000 00	
Capital stock issued and outstanding,		\$120,000 00
Number of shares issued and outstanding,	1,200	
Number of stockholders,	31	
Number of stockholders in Massachusetts,	31	
Amount of stock held in Massachusetts,	\$120,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 6	May 1, 1915,	\$100,000 00	\$5,381 41

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,521,581
Number carried per mile of main railway track operated, .	88,386
Number of round trips run,	40,408
Number of car miles run,	897,812
Average number of persons employed,	55

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	14
Open passenger cars equipped for electric power, . . .	16
TOTAL PASSENGER CARS OF ALL KINDS, . . .	30
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	30
Number of cars equipped with heaters (electric, 7; stoves, 7),	14
Snow ploughs (electric),	4
Other highway vehicles: 1 tower wagon, 1 snow leveller, 1 express wagon, 1 tip cart, 1 pung,	4
Electric motors,	36
Horses,	1
Harnesses,	1
Other items of equipment: furniture, safes, car appliances, punches, tools, etc.	

RAILWAY OWNED, ETC.

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 16.416	Miles. 1.348	Miles. 17.763
Length of sidings, switches, etc.,	1.309	.142	1.451
TOTAL, COMPUTED AS SINGLE TRACK,	17.724	1.490	19.214

RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Electric Power only.	Total Operated.
Length of railway line,	Miles. 17.225	Miles. 17.225
Length of sidings, switches, etc.,	1.451	1.451
TOTAL, COMPUTED AS SINGLE TRACK,	18.676	18.676

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Abington, Rockland, Weymouth and Whitman.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, at North Abington on North Avenue,	4	1
With New York, New Haven & Hartford Railroad, at Rockland on Union Street,	1	1
With New York, New Haven & Hartford Railroad, at Whitman on South Avenue,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

Number of above crossings at which frogs are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	5	-	5
Employees,	-	-	-	1	-	1
Other persons,	-	2	-	2	-	4
TOTALS,	-	2	-	8	-	10

STATEMENT OF EACH ACCIDENT.

Oct. 20, 1897. — Carriage driven in front of car; woman slightly injured.
 December 4. — Team driven in front of car; driver slightly injured.
 Jan. 16, 1898. — Man fell from platform of moving car; slightly injured.
 January 24. — Man stepped from moving car; slightly injured.
 March 26. — Man fell from platform of moving car; slightly injured.
 May 20. — Child ran in front of moving car; slightly injured.
 May 30. — Woman stepped from moving car; wrist broken.
 July 27. — Man stepped in front of moving car; ankle sprained.
 August 20. — Conductor struck his head against a pole.
 September 18. — Trolley wire broke; woman stepped from moving car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKLAND & ABINGTON STREET RAILWAY COMPANY,
 NORTH ABINGTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses N. Arnold, *President*, North Abington, Mass. John Spence, *Vice-President*, Rockland, Mass. Chas. N. Cobb, *Treasurer*, Abington, Mass. Geo. W. Kelley, *Clerk of Corporation and General Counsel*, Rockland, Mass. Albert H. Walcott, *Superintendent*, North Abington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses N. Arnold, North Abington, Mass. Edw. P. Boynton, North Abington, Mass. Chas. N. Cobb, Abington, Mass. Geo. O. Jenkins, Whitman, Mass. Geo. W. Kelley, Rockland, Mass. John Spence, Rockland, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MOSES N. ARNOLD,
EDWARD P. BOYNTON,
GEORGE O. JENKINS,
GEO. W. KELLEY,
JOHN SPENCE,

Directors.

CHAS. N. COBB,

Treasurer.

ALBERT H. WALCOTT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. OCT. 28, 1898. Then personally appeared the above-named Moses N. Arnold, Edward P. Boynton, Geo. O. Jenkins, Geo. W. Kelley, John Spence, Chas. N. Cobb and Albert H. Walcott, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GRANVILLE R. FARRAR,

Justice of the Peace.

REPORT

OF THE

ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$28,453 19
Operating expenses,	19,785 08
GROSS INCOME ABOVE OPERATING EXPENSES,	\$8,648 16
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,050 00
Taxes,	1,569 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,619 00
NET DIVISIBLE INCOME,	\$6,029 16
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1898,	\$29 16
Amount of surplus September 30, 1897,	9,481 78
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$9,510 92
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$28,358 20
Receipts from advertising in cars,	74 99
GROSS EARNINGS FROM OPERATION,	\$28,433 19
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,100 00
General office expenses and supplies,	54 85
Legal expenses,	18 00
Other general expenses,	49 26
Maintenance of roadway and buildings:	
Repair of roadbed and track,	219 18
Repair of electric line construction,	1,414 48
Removal of snow and ice,	357 08
Maintenance of equipment:	
Repair of cars and other vehicles,	684 65
Repair of electric equipment of cars,	725 75

Transportation expenses :		
Cost of electric motive power,		\$7,328 99
Wages and compensation of persons employed in conducting transportation,		6,419 41
Damages for injuries to persons and property,		175 18
Tolls for trackage over other railways,		564 69
Rentals of buildings and other property,		860 00
Other transportation expenses,		18 61
TOTAL OPERATING EXPENSES,		\$19,785 08
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$73,886 49	
Electric line construction, including poles, wiring, feeder lines, etc.,	15,175 06	
Engineering and other expenses incident to construction,	3,122 49	
TOTAL COST OF RAILWAY OWNED,		\$92,184 04
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$9,150 00	
Electric equipment of same,	7,250 00	
Other items of equipment,	3,141 02	
TOTAL COST OF EQUIPMENT OWNED,		19,541 02
Cost of land and buildings : electric power stations, including equipment,		13,246 73
TOTAL PERMANENT INVESTMENTS,		\$124,971 79
Cash and current assets :		
Cash,	\$4,212 60	
Bills and accounts receivable,	394 60	
TOTAL CASH AND CURRENT ASSETS,		4,607 20
TOTAL,		\$129,578 99
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Current liabilities :		
Loans and notes payable,	\$17,500 00	
Miscellaneous current liabilities,	999 07	
TOTAL CURRENT LIABILITIES,		\$18,499 07
Accrued liabilities : taxes accrued and not yet due,		1,569 00
Profit and Loss balance (surplus),		9,510 92
TOTAL,		\$129,578 99
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CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$100,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	567,164
Number carried per mile of main railway track operated, .	69,506
Number of round trips run,	9,758
Number of car miles run,	146,377
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	4
Open passenger cars equipped for electric power, . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . .	8
Number of cars equipped with fenders,	8
Number of cars equipped with heaters (electric), . . .	4
Snow ploughs (electric),	2
Electric motors,	16

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 7.400	Miles. .700	Miles. 8.100
Length of sidings, switches, etc., . . . . .	.100	—	.100
TOTAL, COMPUTED AS SINGLE TRACK, . . .	7.500	.700	8.200

System of electric motive power in use by the company: Westinghouse and General Electric.

Names of the several cities and towns in which the railway owned by the company is located: Gloucester and Rockport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Cape Ann Granite Railroad, in Rockport,	1	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKPORT STREET RAILWAY COMPANY,
GLOUCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John H. Cunningham, *President*, 109 Milk Street, Boston, Mass. David S. Presson, *Treasurer and Clerk of Corporation*, Gloucester, Mass. Herbert E. Reed, *Superintendent*, Gloucester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John H. Cunningham, Chelsea, Mass. Willard B. Ferguson, Malden, Mass. Albert D. Bosson, Chelsea, Mass. David S. Presson, Gloucester, Mass. Albion R. Hallowell, Salem, Mass. Leander M. Haskins, Rockport, Mass. Henri N. Woods, Rockport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
DAVID S. PRESSON,
J. H. CUNNINGHAM,
ALBERT D. BOSSON,
Directors.
DAVID S. PRESSON,
Treasurer.
HERBERT E. REED,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 24, 1898. Then personally appeared the above-named W. B. Ferguson, David S. Presson, J. H. Cunningham, Albert D. Bosson and Herbert E. Reed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. A. BUTMAN,
Justice of the Peace.

REPORT

OF THE

SALEM & WAKEFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation May 6, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$9,617 80
Operating expenses,	5,023 29
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,595 51
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$386 75
Taxes,	941 40
Other deductions from income: amusements,	1,643 79
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,971 94
Surplus for the year ending September 30, 1898,	\$1,623 57
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$1,623 57
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$9,570 20
Receipts from rentals of buildings and other property,	47 60
GROSS EARNINGS FROM OPERATION,	\$9,617 80
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$50 20
General office expenses and supplies,	222 87
Insurance,	330 50
Maintenance of roadway and buildings:	
Repair of roadbed and track,	87 35
Repair of electric line construction,	78 05
Maintenance of equipment:	
Repair of cars and other vehicles,	111 25
Repair of electric equipment of cars,	118 57

Transportation expenses :		
Cost of electric motive power,		\$1,985 00
Wages and compensation of persons employed in conducting transportation,		2,082 40
Damages for injuries to persons and property,		3 40
Other transportation expenses : oil, waste, etc.,		2 70
TOTAL OPERATING EXPENSES,		\$5,022 29
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GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$67,620 89	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,586 72	
Engineering and other expenses incident to construction,	2,158 07	
TOTAL COST OF RAILWAY OWNED,		\$84,365 18
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$8,208 18	
Electric equipment of same,	6,887 20	
Other items of equipment : heaters, registers, feeders, etc.,	481 82	
TOTAL COST OF EQUIPMENT OWNED,		15,021 70
TOTAL PERMANENT INVESTMENTS,		\$99,886 88
Cash and current assets :		
Cash,	\$427 87	
Bills and accounts receivable,	1 20	
Other cash and current assets : prepaid insurance,	101 00	
TOTAL CASH AND CURRENT ASSETS,		529 57
TOTAL,		\$99,916 45
LIABILITIES.		Cr.
Capital stock,		\$75,000 00
Current liabilities :		
Loans and notes payable,	\$19,881 00	
Audited vouchers and accounts,	8,961 88	
TOTAL CURRENT LIABILITIES,		28,842 88
Profit and Loss balance (surplus),		1,628 57
TOTAL,		\$99,916 45
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CAPITAL STOCK.		
Capital stock authorized by law,	\$75,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock issued and outstanding,		\$75,000 00
Number of shares issued and outstanding,	750	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	11	
Amount of stock held in Massachusetts,	\$68,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	185,471
Number carried per mile of main railway track operated, .	30,845
Number of round trips run,	4,857
Number of car miles run,	52,152
Average number of persons employed,	8
Company commenced operation May 6, 1898.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	3
Open passenger cars equipped for electric power, . . .	4
TOTAL PASSENGER CARS OF ALL KINDS, . . .	7
Number of cars equipped with fenders,	7
Number of cars equipped with heaters (electric), . . .	3
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.018 miles.
Length of sidings, switches, etc., . . . . .	.370 "
Total, computed as single track,	6.388 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,019 mile.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Saugus, Lynnfield and Peabody.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

July 27, 1898. — Car struck wagon, throwing out driver, injuring face and hip.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SALEM & WAKEFIELD STREET RAILWAY COMPANY,
WAKEFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. George A. Butman, Malden, Mass. Phineas W. Sprague, Malden, Mass. Eben Sumner, Newton, Mass. James F. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
JAS. F. SHAW,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
CHAS. F. HEATH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman and Chas. F. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT
OF THE
SHELBURNE FALLS & COLRAIN STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$11,758 06
Operating expenses,	8,018 21
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,744 85
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,892 61
Interest and discount on unfunded debts and loans,	467 88
Taxes,	295 02
Other deductions from income:	
Mall account,	\$112 50
Rental account,	5 00
	117 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	3,773 01
Deficit for the year ending September 30, 1898,	\$28 16
Amount of deficit September 30, 1897,	908 79
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$936 95
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$6,885 45
Receipts from carriage of mails,	865 30
Receipts from carriage of freight,	4,472 81
Receipts from advertising in cars,	85 00
GROSS EARNINGS FROM OPERATION,	\$11,758 06
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$119 68
General office expenses and supplies,	207 16
Insurance,	538 07

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$960 62
Repair of electric line construction,	41 92
Removal of snow and ice,	851 06
Maintenance of equipment:	
Repair of cars and other vehicles,	244 90
Repair of electric equipment of cars,	106 76
Transportation expenses:	
Cost of electric motive power,	1,097 97
Wages and compensation of persons employed in conducting transportation,	4,135 64
Damages for injuries to persons and property,	80 00
Rentals of buildings and other property,	80 00
Other transportation expenses: amusements,	99 43
TOTAL OPERATING EXPENSES,	\$8,013 21

PROPERTY ACCOUNTS.

Additions to railway:	
Salary and sundry accounts,	\$250 00
Wright & Co. claim, grading,	1,000 00
TOTAL ADDITIONS TO RAILWAY,	\$1,250 00
Additions to equipment: electric equipment,	98 52
Additions to land and buildings: new buildings necessary for operation of railway,	292 22
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$1,640 74

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$51,844 86	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,995 23	
Engineering and other expenses incident to construction,	4,885 89	
TOTAL COST OF RAILWAY OWNED,		\$70,225 98
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$6,775 72	
Electric equipment of same,	3,498 92	
TOTAL COST OF EQUIPMENT OWNED,		10,274 64
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,805 67	
Electric power stations, including equipment,	21,517 87	
Other buildings necessary for operation of railway,	2,456 65	
TOTAL COST OF LAND AND BUILDINGS OWNED,		25,779 69
TOTAL PERMANENT INVESTMENTS,		\$106,280 81

Cash and current assets :		
Cash,	\$177 82	
Bills and accounts receivable,	406 20	
TOTAL CASH AND CURRENT ASSETS,		\$584 02
Miscellaneous assets : materials and supplies,		683 25
Profit and Loss balance (deficit),		936 96
TOTAL,		\$108,484 53
LIABILITIES.		Cr.
Capital stock,		\$50,000 00
Funded debt,		49,700 00
Current liabilities :		
Loans and notes payable,	\$7,845 00	
Matured interest coupons unpaid (including coupons due October 1),	255 00	
TOTAL CURRENT LIABILITIES,		8,100 00
Accrued liabilities :		
Interest accrued and not yet due,	\$405 51	
Taxes accrued and not yet due,	279 03	
TOTAL ACCRUED LIABILITIES,		684 53
TOTAL,		\$108,484 53
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	102	
Number of stockholders in Massachusetts,	98	
Amount of stock held in Massachusetts,	\$41,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, 5-20 year bonds,*	Per Cent. 6	Sept. 1, 1916,	\$49,700 00	\$2,706 11

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	158,988
Number carried per mile of main railway track operated,	24,347
Number of round trips run,†	4,671
Number of car miles run,‡	30,361
Average number of persons employed,	10

* Bonds may be paid at option of the company after September 1, 1901.

† Passenger trips.

‡ Passenger-car miles; freight-car miles, 10,543.16.

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	2
Box passenger cars equipped for trailers, . . .	1
Open passenger cars equipped for trailers, . . .	1
TOTAL PASSENGER CARS OF ALL KINDS, . . .	4
Construction, repair and other work cars, . . .	1
Number of all above cars with 8 wheels, . . .	1
Number of cars equipped with heaters (electric), . . .	2
Other railway rolling stock :	
Open passenger-car bodies,	2
Box freight cars, 4 wheels,	4
Flat freight cars, 4 wheels,	4
Electric motors,	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.580 miles.
Length of sidings, switches, etc., . . . . .	.480 "
Total, computed as single track,	7.010 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.550 miles.
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System of electric motive power in use by the company : Westinghouse.
Names of the several cities and towns in which the railways operated by the
company are located : Shelburne and Colrain.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

April 10, 1898. — Car ran into man ; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY,
SHELBURNE FALLS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Marcy, *President*, Colrain, Mass. Francis J. Canedy, *Vice-President*, Shelburne Falls, Mass. Fred. E. Merrick, *Treasurer*, Shelburne Falls, Mass. Edwin Baker, *Clerk of Corporation*, Shelburne Falls, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. Frank M. Payne, *Superintendent*, Shelburne Falls, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Marcy, Colrain, Mass. Lorenzo Griswold, Griswoldville, Mass. Francis J. Canedy, Shelburne Falls, Mass. Edwin Baker, Shelburne Falls, Mass. Freeman L. Davenport, Shelburne Falls, Mass. Juan C. Wood, Shelburne Falls, Mass. Herbert Newell, Shelburne Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. MARCY,
F. J. CANEDY,
F. L. DAVENPORT,
J. C. WOOD,
H. NEWELL,
EDWIN BAKER,
LORENZO GRISWOLD,
Directors.
F. E. MERRICK,
Treasurer.
F. M. PAYNE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. Nov. 1, 1898. Then personally appeared the above-named F. J. Canedy, H. Newell, Lorenzo Griswold, Edwin Baker, J. C. Wood, Chas. A. Marcy, F. L. Davenport, F. M. Payne and F. E. Merrick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. K. HAWKS,
Notary Public.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		\$9,180 00
Dividends declared (6 per cent),		\$9,180 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway,		\$153,000 00
TOTAL,		\$153,000 00
LIABILITIES.		CR.
Capital stock,		\$153,000 00
TOTAL,		\$153,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$153,000 00	
Capital stock authorized by votes of company,	153,000 00	
Capital stock issued and outstanding,		\$153,000 00
Number of shares issued and outstanding,	8,060	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$153,000 00	
RAILWAY OWNED.		
Length of railway line,		6.856 miles.
Length of second main track,		1.424 "
Total length of main track,		7.780 "
Length of sidings, switches, etc., . . . . .		.253 "
Total, computed as single track,		8.033 "

Names of the several cities and towns in which the railway owned by the company is located: Somerville.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,
101 MILK STREET, ROOM 706, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. Q. Bennett, *President*, 40 Water Street, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Q. Bennett, Cambridge, Mass. Prentiss Cummings, Brookline, Mass.
Henry F. Woods, Boston, Mass. J. H. Goodspeed, Boston, Mass. J. H. Studley, Jr., Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

PRENTISS CUMMINGS,
HENRY F. WOODS,
JOSEPH H. GOODSPEED,
JOHN H. STUDLEY, JR.,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 19, 1898. Then personally appeared the above-named Prentiss Cummings, Henry F. Woods, Joseph H. Goodspeed and John H. Studley, Jr., directors, and John H. Studley, Jr., treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERRAH,
Justice of the Peace.

REPORT

OF THE

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$27,861 00
Operating expenses,	19,062 80
NET EARNINGS FROM OPERATION,	\$8,798 20
Miscellaneous income:	
Pleasure resort receipts, \$655 15	
Sale of old material, 15 00	
TOTAL MISCELLANEOUS INCOME,	670 15
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,468 35
Charges upon income accrued during the year:	
Interest on funded debt, \$2,625 00	
Interest and discount on unfunded debts and loans, 230 25	
Taxes, 974 37	
Other deductions from income: maintenance pleasure resort, 3,041 09	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,870 71
NET DIVISIBLE INCOME,	\$2,597 64
Dividends declared (5 per cent),	3,000 00
Deficit for the year ending September 30, 1898,	\$402 36
Amount of surplus September 30, 1897,	4,881 22
Debits to profit and loss account during the year: engineering, etc., and bond issue,	380 51
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$4,098 35
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$27,177 55
Receipts from carriage of mails,	299 40
Receipts from carriage of express and parcels,	194 55
Receipts from advertising in cars,	189 50
GROSS EARNINGS FROM OPERATION,	\$27,861 00

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers and clerks,	
General office expenses and supplies,	
Insurance,	

Maintenance of roadway and buildings:

Repair of roadbed and track,	
Repair of electric line construction,	
Removal of snow and ice,	
Repair of buildings,	

Maintenance of equipment:

Repair of cars and other vehicles,	
Repair of electric equipment of cars,	

Transportation expenses:

Cost of electric motive power,	
Wages and compensation of persons employed in conducting transportation,	
Damages for injuries to persons and property,	
Other transportation expenses: heating and lighting cars and buildings,	

TOTAL OPERATING EXPENSES,

PROPERTY ACCOUNTS.

Additions to railway:

TOTAL ADDITIONS TO RAILWAY,

Additions to equipment:

TOTAL ADDITIONS TO EQUIPMENT,

Additions to land and buildings:

Additional equipment of power stations,	\$1,357 70
New buildings necessary for operation of railway,	240 00

TOTAL ADDITIONS TO LAND AND BUILDINGS,

Additions to other permanent property: pleasure resort,

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.

DR.

Cost of railway:

Roadbed and tracks,	\$71,648 17
Electric line construction, including poles, wiring, feeder lines, etc.,	16,248 41
Engineering and other expenses incident to construction,	3,000 00

TOTAL COST OF RAILWAY OWNED,

Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,

Cost of land and buildings:

Land necessary for operation of railway,	\$610 00
Electric power stations, including equipment,	4,685 42
Other buildings necessary for operation of railway,	4,876 11

TOTAL COST OF LAND AND BUILDINGS OWNED,

Other permanent property: pleasure resort,

TOTAL PERMANENT INVESTMENTS,

\$12

Cash and current assets :		
Cash,	\$484 01	
Bills and accounts receivable,	564 95	
TOTAL CASH AND CURRENT ASSETS,		\$998 96
Miscellaneous assets: materials and supplies,		1,979 92
TOTAL,		\$127,848 85
LIABILITIES.		Cr.
Capital stock,		\$60,000 00
Funded debt,		60,000 00
Current liabilities: loans and notes payable,		8,000 00
Accrued liabilities: interest accrued and not yet due, . .		750 00
Profit and Loss balance (surplus),		4,098 85
TOTAL,		\$127,848 85
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	53	
Number of stockholders in Massachusetts,	51	
Amount of stock held in Massachusetts,	\$57,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage twenty-year gold bonds,	Per Cent. 5	Jan. 1, 1917,	\$60,000 00	\$2,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	552,586
Number carried per mile of main railway track operated,	71,320
Number of round trips run,	10,785
Number of car miles run,	149,588
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	5
TOTAL PASSENGER CARS OF ALL KINDS,	10

Construction, repair and other work cars,	1
Number of cars equipped with fenders,	10
Number of cars equipped with heaters (electric),	5
Snow ploughs (electric),	1
Electric motors,	20

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	7.595 miles.
Length of second main track, . . . . .	.153 "
Total length of main track,	7.748 "
Length of sidings, switches, etc, . . . . .	.262 "
Total, computed as single track,	8.010 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Southbridge and Sturbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY,
SOUTHBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Calvin D. Paige, *President*, Southbridge, Mass. Francis L. Chapin, *Treasurer*, Southbridge, Mass. John M. Cochran, *Clerk of Corporation and General Counsel*, Southbridge, Mass. Herbert H. Morse, *Superintendent*, Southbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Calvin D. Paige, Southbridge, Mass. George W. Wells, Southbridge, Mass. Francis L. Chapin, Southbridge, Mass. Charles W. Hill, Southbridge, Mass. Jacob Booth, Southbridge, Mass. Henry C. Cady, Southbridge, Mass. Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CALVIN D. PAIGE,
JACOB BOOTH,
GEO. W. WELLS,
H. C. CADY,
FRANCIS L. CHAPIN,
Directors.
FRANCIS L. CHAPIN,
Treasurer.
HERBERT H. MORSE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 28, 1898. Then personally appeared the above-named Calvin D. Paige, Jacob Booth, Geo. W. Wells, H. C. Cady, Francis L. Chapin and Herbert H. Morse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. M. COCHRAN,
Justice of the Peace.

REPORT

OF THE

SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$57,119 29
Operating expenses,	36,032 88
GROSS INCOME ABOVE OPERATING EXPENSES,	\$21,086 41
Charges upon income accrued during the year :	
Interest on funded debt,	\$5,000 00
Interest and discount on unfunded debts and loans,	2,572 04
Taxes,	1,698 74
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	9,270 78
NET DIVISIBLE INCOME,	\$11,815 63
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1898,	\$5,815 63
Amount of surplus September 30, 1897,	5,027 42
	\$10,843 05
Debits to profit and loss account during the year :	
Bills receivable,	\$965 58
West Natick pavilion,	516 80
TOTAL DEBITS,	1,482 38
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$9,360 67
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$56,517 90
Receipts from carriage of mails,	225 04
Receipts from carriage of express and parcels,	24 00
Receipts from rentals of buildings and other property,	41 68
Receipts from advertising in cars,	250 00
Other earnings from operation : miscellaneous,	60 70
GROSS EARNINGS FROM OPERATION,	\$57,119 29

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$2,689 65
General office expenses and supplies,		602 86
Insurance,		2,526 08
Other general expenses: miscellaneous,		1,394 14
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,245 91
Repair of electric line construction,		588 08
Removal of snow and ice,		1,482 54
Repair of buildings,		90 10
Maintenance of equipment:		
Repair of cars and other vehicles,		1,326 69
Repair of electric equipment of cars,		1,518 97
Transportation expenses:		
Cost of electric motive power, \$9,783.65; less power sold, \$3,958.10; net,		5,825 55
Wages and compensation of persons employed in conducting transportation,		15,452 03
Damages for injuries to persons and property,		102 50
Other transportation expenses: miscellaneous,		887 78
TOTAL OPERATING EXPENSES,		\$36,032 88
PROPERTY ACCOUNTS.		
Additions to railway: roadbed and track,		\$380 05
Additions to equipment: additional cars (2 in number) and electric equipment of same,		4,119 75
Additions to land and buildings:		
Additional equipment of power stations,	\$4,111 03	
Addition to buildings necessary for operation of railway,	162 18	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		4,273 15
Additions to other permanent property: West Natick pavilion,		16 80
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$8,789 75
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Buildings,	\$19 77	
Electric line construction,	820 40	
West Natick pavilion,	516 80	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		856 97
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$7,932 78
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$107,632 49	
Electric line construction, including poles, wiring, feeder lines, etc.,	30,811 70	
Engineering and other expenses incident to construction,	3,591 68	
TOTAL COST OF RAILWAY OWNED,		\$142,035 87

Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,	\$56,928 08
Cost of land and buildings:	
Land necessary for operation of railway,	\$3,500 00
Electric power stations, including equipment,	44,548 65
Other buildings necessary for operation of railway,	8,992 64
TOTAL COST OF LAND AND BUILDINGS OWNED,	59,036 29
Other permanent property:	
West Natick pavilion,	\$500 00
Office furniture,	258 48
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,	758 48
TOTAL PERMANENT INVESTMENTS,	\$256,753 67
Cash and current assets:	
Cash,	\$562 53
Bills and accounts receivable,	882 65
Other cash and current assets: unexpired insurance and interest,	758 92
TOTAL CASH AND CURRENT ASSETS,	2,204 10
Miscellaneous assets: materials and supplies,	1,415 53
TOTAL,	\$262,873 80
LIABILITIES. Cr.	
Capital stock,	\$100,000 00
Funded debt,	100,000 00
Current liabilities:	
Loans and notes payable,	\$49,000 00
Audited vouchers and accounts,	1,658 62
Salaries and wages,	895 70
TOTAL CURRENT LIABILITIES,	51,054 32
Accrued liabilities:	
Interest accrued and not yet due,	\$861 16
Taxes accrued and not yet due,	1,097 15
TOTAL ACCRUED LIABILITIES,	1,958 31
Profit and Loss balance (surplus),	9,860 67
TOTAL,	\$262,873 80
CAPITAL STOCK.	
Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued and outstanding,	\$100,000 00
Number of shares issued and outstanding,	1,000
Number of stockholders,	89
Number of stockholders in Massachusetts,	88
Amount of stock held in Massachusetts,	\$99,500 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Feb. 1, 1915,	\$100,000 00	\$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,184,670
Number carried per mile of main railway track operated, .	86,815
Number of round trips run,	10,358
Number of car miles run,	269,181
Average number of persons employed,	80

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	9
Open passenger cars equipped for electric power, . . .	9
TOTAL PASSENGER CARS OF ALL KINDS,	18
Number of cars equipped with fenders,	18
Number of cars equipped with heaters (electric), . . .	9
Snow ploughs (electric),	3
Other highway vehicles: 1 road scraper, 1 repair wagon, .	2
Electric motors,	28

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.070 miles.
Length of sidings, switches, etc., . . . . .	.443 "
Total, computed as single track,	18.518 "

System of electric motive power in use by the company: overhead trolley;
General Electric Company.

Names of the several cities and towns in which the railways operated by the
company are located: Natick, Sherborn, Framingham, Ashland and
Hopkinton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad, Waverly Street, Framingham,*	2	1
With Boston & Albany Railroad, Waverly Street, Framingham,*	1	1
With Boston & Albany Railroad, Waverly Street, Framingham,*	1	1
With Boston & Albany Railroad, Waverly Street, Framingham,†	1	1
With New York, New Haven & Hartford Railroad, Ashland, .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	5

Number of above crossings at which *frogs* are inserted in the tracks, . . . 5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	3	-	4
TOTALS,	-	1	-	4	-	5

STATEMENT OF EACH ACCIDENT.

Intoxicated man lying with foot on rail at night; foot injured.

Boy ran beside moving car, seized handle of front platform, slipped and fell; foot injured.

Man fell from moving car; slightly injured.

Woman, frightened by passing team, stepped in front of moving car; slightly injured.

Man, thrown from bicycle at night and lying insensible on track, was struck by car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,

SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 53 State Street, Boston, Mass. James J. Valentine, *Treasurer and Clerk of Corporation*, South Framingham, Mass. John W. Sullivan, *Superintendent*, Natick, Mass.

* Have flagmen.

† Factory track used about once a day by railroad.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. Francis Bigelow, Natick, Mass. Stephen A. Sweetland, Natick, Mass. Harvey H. Whitney, Natick, Mass. John M. Fiske, Natick, Mass. Granby A. Bridges, Hopkinton, Mass. James J. Valentine, Framingham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS BIGELOW,
JOHN M. FISKE,
HARVEY H. WHITNEY,
JAMES J. VALENTINE,
S. A. SWEETLAND,
Directors.
JAMES J. VALENTINE,
Treasurer.
J. W. SULLIVAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. NATICK, Oct. 29, 1898. Then personally appeared the above-named Francis Bigelow, John M. Fiske, Harvey H. Whitney, James J. Valentine and S. A. Sweetland, directors, James J. Valentine, treasurer, and John W. Sullivan, superintendent, of the South Middlesex Street Railway Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES McMANUS,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$583,050 88
Operating expenses,	430,399 48
GROSS INCOME ABOVE OPERATING EXPENSES,	\$152,651 40
Charges upon income accrued during the year:	
Interest on funded debt,	\$22,500 00
Interest and discount on unfunded debts and loans,	8,082 66
Taxes,	26,913 69
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	57,446 35
NET DIVISIBLE INCOME,	\$95,205 05
Dividends declared (8 per cent on \$1,166,700),	98,836 00
Surplus for the year ending September 30, 1898,	\$1,869 05
Amount of surplus September 30, 1897,	165,442 28
Credits to profit and loss account during the year: premium on issue of 2,917 shares new stock, issued July 11, 1898,	\$145,850 00
Debits to profit and loss account during the year (depreciation):	
Track construction,	\$30,000 00
Car equipment,	20,000 00
TOTAL DEBITS,	50,000 00
NET AMOUNT CREDITED TO PROFIT AND LOSS,	95,850 00
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$263,161 33
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$577,800 36
Receipts from rentals of buildings and other property,	3,550 52
Receipts from advertising in cars,	1,700 00
GROSS EARNINGS FROM OPERATION,	\$583,050 88

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$18,951 00
General office expenses and supplies,		1,862 15
Insurance,		7,446 76
Other general expenses:		
Incidental expense, \$3,286.80; coal, \$1,659.67,		4,946 47
Water rents, \$658; street sprinkling, \$3,019.61,		3,677 61
Maintenance of roadway and buildings:		
Repair of roadbed and track,		50,858 81
Repair of electric line construction,		6,194 50
Removal of snow and ice,		15,412 25
Repair of buildings,		1,254 48
Maintenance of equipment:		
Repair of cars and other vehicles,		27,628 86
Repair of electric equipment of cars,		12,999 94
Transportation expenses:		
Cost of electric motive power,		48,218 07
Wages and compensation of persons employed in conducting transportation,		218,155 69
Damages for injuries to persons and property,		12,798 30
TOTAL OPERATING EXPENSES,		\$480,399 48
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 4,300 feet),*	\$43,177 84	
New electric line construction (length, 4,300 feet),†	11,614 66	
TOTAL ADDITIONS TO RAILWAY,		\$54,792 50
Additions to equipment:		
Additional cars (41 in number) and electric equipment of same,	\$72,062 98	
Other additional rolling stock and vehicles (snow ploughs),	4,050 00	
Other additions to equipment: sundry equipment,	792 92	
TOTAL ADDITIONS TO EQUIPMENT,		76,905 90
Additions to land and buildings:		
Additional equipment of power stations,	\$28,474 44	
New buildings necessary for operation of railway,	49,244 68	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		77,719 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$209,417 52
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Depreciation track construction,	\$30,000 00	
Depreciation car equipment,	20,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		50,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$159,417 52

* 4,300 feet new track; finishing 12,000 feet from last year; 2,050 square yards brick paving; 6,600 feet track rebuilt for State highway; 3,000 lineal feet 30-foot street macadamized and curbed; 7,000 lineal feet 45-foot street graded and gravelled.

† Also 10 miles 4-0 feeder wire and 325 extra heavy iron poles.

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$949,559 50	
Electric line construction, including poles, wiring, feeder lines, etc.,	163,922 47	
TOTAL COST OF RAILWAY OWNED,		\$1,113,481 97
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$436,425 73	
Horses,	1,290 00	
Other items of equipment: sundry equipment account,	12,986 47	
TOTAL COST OF EQUIPMENT OWNED,		450,652 20
Cost of land and buildings:		
Land and building necessary for operation of railway,	\$323,952 80	
Electric power stations, including equipment,	304,499 84	
TOTAL COST OF LAND AND BUILDINGS OWNED,		628,452 64
TOTAL PERMANENT INVESTMENTS,		\$2,192,586 81
Cash and current assets:		
Cash,	\$31,392 20	
Bills and accounts receivable,	116 08	
TOTAL CASH AND CURRENT ASSETS,		31,508 28
Miscellaneous assets: materials and supplies,		2,640 24
TOTAL,		\$2,226,735 33
LIABILITIES.		Cr.
Capital stock,		\$1,458,400 00
Funded debt,		500,000 00
Current liabilities: audited vouchers and accounts,		5,174 00
Profit and Loss balance (surplus),		263,161 33
TOTAL,		\$2,226,735 33
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,458,400 00	
Capital stock authorized by votes of company,	1,458,400 00	
Capital stock issued and outstanding,		\$1,458,400 00
Number of shares issued and outstanding,	14,584	
Number of stockholders,	391	
Number of stockholders in Massachusetts,	348	
Amount of stock held in Massachusetts,	\$1,353,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Twelve 15-year $4\frac{1}{2}$ per cent bonds of \$25,000 each, redeemable in 5 years at the option of the company, dated April 1, 1895,	$4\frac{1}{2}$	April 1, 1910,	\$300,000 00	\$13,500 00
Eight 20-year $4\frac{1}{2}$ per cent bonds of \$25,000 each, redeemable in 15 years at the option of the company, dated April 1, 1896,	$4\frac{1}{2}$	April 1, 1916,	200,000 00	9,000 00
TOTALS,			\$500,000 00	\$22,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	11,611,232
Number carried per mile of main railway track operated, .	188,479
Number of round trips run,	321,129
Number of car miles run,	3,183,475
Average number of persons employed,	430

DESCRIPTION OF EQUIPMENT

Box passenger cars equipped for electric power,	108	
Open passenger cars equipped for electric power,	93	
Total,		201
Box passenger cars equipped for horse power,		2
TOTAL PASSENGER CARS OF ALL KINDS,		203
Number of all above cars with 8 wheels,		12
Number of cars equipped with fenders,		200
Number of cars equipped with heaters (electric),		101
Snow ploughs (electric),		20
Barges and omnibuses,		2
Carts and snow sleds,		4
Other highway vehicles: 4 buggies, 4 sleighs, 4 wagons,		12
Electric motors,		394
Horses,		8
Harnesses (double, 4; single, 4),		8
Other items of equipment: 2 lathes, 1 wheel press, 1 Field spool winder, 1 10-horse-power stationary motor, shafting, pulleys, belts, etc.		

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	50.070 miles.
Length of second main track,	11.535 "
Total length of main track,	61.605 "
Length of sidings, switches, etc.,	4.390 "
Total, computed as single track,	65.995 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	5,280 feet.
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System of electric motive power in use by the company : single trolley.
Names of the several cities and towns in which the railways operated by the company are located : Springfield, West Springfield, Chicopee and Longmeadow.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACES AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New England Railroad at Boston Road,	1	1
With spur track of Chapman Valve Manufacturing Company at Indian Orchard, used once a day for freight only,	1	1
TOTAL NUMBER OF TRACES AT CROSSINGS,	2	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	17	-	6	-	23
Employees,	-	2	-	1	-	3
Other persons,	-	1	1	7	1	8
TOTALS,	-	20	1	14	1	34

STATEMENT OF EACH ACCIDENT.

Oct. 2, 1897. — Woman thrown down in car; slight injuries.
October 16. — Collision of two cars; woman injured.
October 16. — Car slid down hill; man and woman jumped and were injured.
November 20. — Woman slipped on icy platform; slight injuries.
November 30. — Collision of car and team; man injured.
December 19. — Man jumped from moving car; injured.
Jan. 4, 1898. — Man, under influence of liquor, stepped in front of moving car; died from injuries.
January 21. — Conductor started car while man was getting on; he was thrown and slightly injured.
February 7. — Collision of car and team; man injured.
March 6. — Boy ran against side of car; scalp wounds.
March 28. — Man on bicycle ran against side of car; injured.
April 14. — Motorman squeezed between two cars; rib broken.
April 17. — Collision of car and horse; motorman's finger broken.
May 18. — Collision of two cars; two women and a man injured.

May 18. — Man, under influence of liquor, fell off running-board; slightly injured.

June 2. — Woman thrown down in car; injured.

June 18. — Man stepped from moving car and sprained his ankle.

July 8. — Woman stepped from moving car; arm injured.

July 8. — Woman grabbed handle of rear dasher of moving car; dragged and slightly injured.

August 14. — Collision of two cars; one man, two women and two children injured.

August 31. — Man, hanging out on running-board of open car, struck by passing car; slightly injured.

September 7. — Motorman ran car too rapidly around curve, car left track; two passengers injured and motorman's collar bone broken.

September 19. — Collision of car and team; man injured.

September 24. — Collision of car and team; two men injured.

September 24. — Collision of car and team; man injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Austin E. Smith, *Treasurer and General Manager*, Springfield, Mass. Jonathan Barnes, *Clerk of Corporation*, Springfield, Mass. Lucius E. Ladd, *Auditor*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. George M. Atwater, Springfield, Mass. Austin E. Smith, Springfield, Mass. Frederick Harris, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
GEO. M. ATWATER,
FREDERICK HARRIS,
A. E. SMITH,
Directors.
A. E. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 21, 1898. Then personally appeared the above-named John Olmsted, George M. Atwater, Frederick Harris and A. E. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JONATHAN BARNES,
Justice of the Peace.

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$70,451 68
Operating expenses,	38,221 92
NET EARNINGS FROM OPERATION,	\$32,229 76
Miscellaneous income: Sabbatia Park receipts,	1,531 16
GROSS INCOME ABOVE OPERATING EXPENSES,	\$33,860 92
Charges upon income accrued during the year:	
Interest on funded debt,	\$27,500 00
Interest and discount on unfunded debts and loans,	4,869 42
Taxes,	2,520 93
Other deductions from income: maintenance of Sabbatia Park,	3,183 09
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	38,073 44
Deficit for the year ending September 30, 1898,	\$4,212 52
Amount of surplus September 30, 1897,	22,396 52
Debits to profit and loss account during the year: reconstruction 1.441 miles track,	24,598 98
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$6,209 98
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$63,490 20
Receipts from carriage of mails,	208 40
Receipts from tolls for use of tracks by other companies,	6,178 55
Receipts from advertising in cars,	420 00
Other earnings from operation: miscellaneous income,	154 53
GROSS EARNINGS FROM OPERATION,	\$70,451 68
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,724 00
General office expenses and supplies,	470 55
Insurance,	667 97
Other general expenses: miscellaneous expenses,	1,752 18

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$1,849 48
Repair of electric line construction,		712 75
Removal of snow and ice,		784 41
Repair of buildings,		255 52
Maintenance of equipment:		
Repair of cars and other vehicles,		1,987 91
Repair of electric equipment of cars,		888 24
Transportation expenses:		
Cost of electric motive power, \$14,239 66; less power sold, \$18,790.92; net,		448 74
Provender for horses,		1,443 12
Wages and compensation of persons employed in conducting transportation,		19,128 98
Damages for injuries to persons and property,		1,749 09
Rentals of buildings and other property,		910 11
Other transportation expenses:		
Miscellaneous car expenses,		1,872 10
Renewal of tools,		181 77
TOTAL OPERATING EXPENSES,		\$38,221 92
PROPERTY ACCOUNTS.		
Additions to equipment: additional rolling stock and vehicles,		\$225 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$225 00
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): horse account,		195 40
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$29 60
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$537,812 40	
Electric line construction, including poles, wiring, feeder lines, etc.,	88,991 26	
TOTAL COST OF RAILWAY OWNED,		\$626,803 66
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$53,799 94	
Electric equipment of same,	51,560 48	
Horses,	2,218 95	
Other items of equipment: harnesses, registers, etc.,	4,605 62	
TOTAL COST OF EQUIPMENT OWNED,		112,184 94
Cost of land and buildings: electric power stations, including equipment,		188,100 50
Other permanent property: Sabbatia Park,		57,621 55
TOTAL PERMANENT INVESTMENTS,		\$984,710 65

Cash and current assets:		
Cash,	\$3,796 89	
Bills and accounts receivable,	55,812 96	
TOTAL CASH AND CURRENT ASSETS,		\$59,109 35
Miscellaneous assets:		
Materials and supplies,	\$1,757 70	
Other assets and property: office fixtures,	897 87	
TOTAL MISCELLANEOUS ASSETS,		2,655 57
Profit and Loss balance (deficit),		6,209 98
TOTAL,		\$1,002,685 55
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LIABILITIES.		CR.
Capital stock,		\$350,000 00
Funded debt,		550,000 00
Current liabilities:		
Loans and notes payable,	\$85,522 00	
Audited vouchers and accounts,	7,280 54	
Salaries and wages,	685 22	
Miscellaneous current liabilities: ticket account,	213 08	
TOTAL CURRENT LIABILITIES,		93,700 84
Accrued liabilities:		
Interest accrued and not yet due,	\$6,211 71	
Taxes accrued and not yet due,	2,520 93	
Rentals accrued and not yet due,	352 07	
TOTAL ACCRUED LIABILITIES,		8,984 71
TOTAL,		\$1,002,685 55
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$350,000 00	
Capital stock authorized by votes of company,	350,000 00	
Capital stock issued and outstanding,		\$350,000 00
Number of shares issued and outstanding,	3,500	
Number of stockholders,	27	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$39,800 00	

OCTOBER 31, 1898.

I hereby certify that I have audited the books of account of the Taunton Street Railway Company for the year ending September 30, 1897, and that the statements appearing in its annual report upon pages 8 to 8 inclusive are in accord with the said books of account.

WM. FRANKLIN HALL, *Accountant and Auditor.*
Exchange Building, Boston, Mass.

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Jan. 1, 1914,	\$350,000 00	\$17,500 00
Debenture bonds, . . .	5	March 1, 1914,	200,000 00	10,000 00
Totals, . . .			\$550,000 00	\$27,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,269,804
Number carried per mile of main railway track operated, .	74.115
Number of round trips run,	60,610
Number of car miles run,	383,711
Average number of persons employed,	75

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	12	
Open passenger cars equipped for electric power, . . .	18	
Total,		30
Box passenger cars equipped for horse power, . . .	14	
Open passenger cars equipped for horse power, . . .	8	
Total,		22
TOTAL PASSENGER CARS OF ALL KINDS, . . .		52
Construction, repair and other work cars, . . .		1
Number of cars equipped with fenders, . . .		31
Number of cars equipped with heaters (electric), . . .		12
Snow ploughs (electric), . . .		3
Other railway rolling stock: leveller, . . .		1
Carts and snow sleds, . . .		5
Other highway vehicles:		
Tower wagon, . . .		1
Express wagons, . . .		3
Carriages, . . .		3
Electric motors, . . .		36
Horses, . . .		8
Harnesses (double, 10; single, 1), . . .		11
Other items of equipment: sleighs, . . .		4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	17.133 miles.
Length of sidings, switches, etc.,	1.263 "
Total, computed as single track,	18.396 "

System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Taunton.

GRADE CROSSINGS WITH RAILROADS.

CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad, viz.:		
At Oak Street,	4	1
At Warren Street,	2	1
At Winthrop Street,	2	1
At Whittenton Street,	2	1
At Weir Street (2 crossings),	4	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	14	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	2	-	-	-	2
TOTALS,	-	2	-	-	-	2

STATEMENT OF EACH ACCIDENT.

Oct. 13, 1897. — A coal team struck by a car; the driver was thrown from the seat and slightly injured.

May 3, 1898. — Trolley pole, breaking, fell and struck a man who was passing back of the car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,
3 UNION BLOCK, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Sylvanus M. Thomas, *President, Treasurer, General Counsel and General Manager*, Taunton, Mass. Orville A. Barker, *Clerk of Corporation*, Taunton, Mass. George F. Seibel, *Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John N. Beckley, Rochester, N. Y. Ira L. Otis, Rochester, N. Y. George W. Archer, Rochester, N. Y. Thomas J. Nicholl, Rochester, N. Y. Sylvanus M. Thomas, Taunton, Mass. Orville A. Barker, Taunton, Mass. Henry F. Bassett, Taunton, Mass. George N. Elmes, Taunton, Mass. George A. Washburn, Taunton, Mass. George F. Seibel, Taunton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE N. ELMES,
HENRY F. BASSETT,
GEORGE A. WASHBURN,
ORVILLE A. BARKER,
SYLVANUS M. THOMAS,
GEORGE F. SEIBEL,

Directors.

SYLVANUS M. THOMAS,

Treasurer.

GEORGE F. SEIBEL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1898. Then personally appeared the above-named George N. Elmes, Henry F. Bassett, George A. Washburn, Orville A. Barker, Sylvanus M. Thomas and George F. Selbel, directors, Sylvanus M. Thomas, treasurer, and George F. Seibel, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK P. LINCOLN,

Justice of the Peace.

REPORT

OF THE

TAUNTON & BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$48,658 45
Operating expenses,	86,865 31
GROSS INCOME ABOVE OPERATING EXPENSES,	\$11,793 14
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,000 00
Interest and discount on unfunded debts and loans,	360 37
Taxes,	1,567 96
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,928 33
NET DIVISIBLE INCOME,	\$4,864 81
Dividends declared (6 per cent),	6,000 00
Deficit for the year ending September 30, 1898,	\$1,185 19
Amount of surplus September 30, 1897,	3,403 11
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$2,267 92
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$48,510 47
Receipts from interest on deposits,	147 98
GROSS EARNINGS FROM OPERATION,	\$48,658 45
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$923 88
General office expenses and supplies,	291 42
Legal expenses,	150 00
Insurance,	262 50
Other general expenses: contingent expenses,	686 13

Maintenance of roadway and buildings:		
Repair of roadbed and track,	\$4,055 44	
Repair of electric line construction,	1,294 08	
Removal of snow and ice,	862 94	
Maintenance of equipment:		
Repair of cars and other vehicles,	3,865 02	
Repair of electric equipment of cars,	448 15	
Transportation expenses:		
Cost of electric motive power,	10,225 35	
Wages and compensation of persons employed in conducting transportation,	10,028 70	
Damages for injuries to persons and property,	1,494 15	
Tolls for trackage over other railways,	1,608 71	
Other transportation expenses:		
Car house expense,	562 58	
Other expense (waste, oil, supplies, etc.),	111 87	
TOTAL OPERATING EXPENSES,	\$36,865 31	
PROPERTY ACCOUNTS.		
Additions to railway:		
Completion of roadbed and tracks,	\$28,924 61	
Completion of electric line construction,	1,441 29	
TOTAL ADDITIONS TO RAILWAY,	\$30,365 90	
Additions to equipment:		
Completion of payment for cars,	\$15,040 05	
Completion of electric equipment of same,	3,878 84	
TOTAL ADDITIONS TO EQUIPMENT,	18,918 89	
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$49,279 79	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): interest charged off,		181 76
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$49,148 03	
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$185,668 65	
Electric line construction, including poles, wiring, feeder lines, etc.,	26,823 17	
Engineering and other expenses incident to construction,	17,712 65	
TOTAL COST OF RAILWAY OWNED,	\$180,204 47	
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$24,018 75	
Electric equipment of same,	8,700 84	
TOTAL COST OF EQUIPMENT OWNED,	32,714 59	
TOTAL PERMANENT INVESTMENTS,	\$212,919 06	
Cash and current assets: cash,	2,461 34	
TOTAL,	\$215,380 40	

LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Funded debt,		100,000 00
Current liabilities : audited vouchers and accounts, . .		9,690 18
Accrued liabilities :		
Interest accrued and not yet due,	\$833 33	
Taxes accrued and not yet due,	1,562 72	
TOTAL ACCRUED LIABILITIES,		2,396 05
Sinking and other special funds : injury and damage fund, .		1,026 25
Profit and Loss balance (surplus),		2,267 92
TOTAL,		\$215,380 40
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	77	
Number of stockholders in Massachusetts,	75	
Amount of stock held in Massachusetts,	\$97,600 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, dated August 2, 1897,	Per Cent. 5	Aug. 1, 1917,	\$100,000 00	\$5,000 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to injury and damage fund, . .	\$1,494 15
Deductions during the year from injury and damage fund, .	467 90
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$1,026 25

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, .	949,244
Number carried per mile of main railway track operated, .	55,093
Number of round trips run,	8,261
Number of car miles run,	249,363
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	4
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	10
Number of all above cars with 8 wheels,	10
Number of cars equipped with fenders,	10
Number of cars equipped with heaters (electric),	4
Snow ploughs (electric),	2
Electric motors,	20

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	13.044	2.093	15.137
Length of second main track,	-	2.093	2.093
TOTAL LENGTH OF MAIN TRACK,	13.044	4.186	17.230
Length of sidings, switches, etc., . . . . .	.419	-	.419
TOTAL, COMPUTED AS SINGLE TRACK,	13.463	4.186	17.649

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,211 mile.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Taunton, Easton and Raynham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Turnpike Street, Easton,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	1	1	1
TOTALS,	-	-	1	2	1	2

STATEMENT OF EACH ACCIDENT.

June 27, 1898. — Intoxicated man fell from moving car; slightly injured.

July 27. — Intoxicated man attempted to cross track in front of moving car; nose and ankle broken.

September 14. — Intoxicated man lay on the ground with both legs on the track; before he could be seen and the car stopped, both legs were severely cut; he died the same night.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON & BROCKTON STREET RAILWAY COMPANY,
104 AMES BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Sylvanus M. Thomas, *President*, Taunton, Mass. Walter F. Pope, *Treasurer and Clerk of Corporation*, 104 Ames Building, Boston, Mass. Horace B. Rogers, *Superintendent*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Harry Dutton, Boston, Mass. E. Warren Foote, Newton, Mass. Walter F. Pope, Boston, Mass. Arthur R. Robertson, Somerville, Mass. Charles Sprague, Boston, Mass. Sylvanus M. Thomas, Taunton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. W. FOOTE,
W. F. POPE,
ARTHUR R. ROBERTSON,
HARRY DUTTON,
SYLVANUS M. THOMAS,
Directors.
W. F. POPE,
Treasurer.
HORACE B. ROGERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1898. Then personally appeared the above-named E. W. Foote, W. F. Pope, Arthur R. Robertson, Harry Dutton and Sylvanus M. Thomas, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANCIS W. ROBINSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 8, 1898. Then personally appeared the above-named Horace B. Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

H. E. REYNOLDS,
Justice of the Peace.

REPORT
OF THE
UNION STREET RAILWAY COMPANY
FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$306,138 27
Operating expenses,	181,928 80
GROSS INCOME ABOVE OPERATING EXPENSES,	\$74,209 47
Charges upon income accrued during the year :	
Interest on funded debt,	\$17,500 00
Interest and discount on unfunded debts and loans,	4,726 67
Taxes,	7,399 79
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	29,526 46
NET DIVISIBLE INCOME,	\$44,683 01
Dividends declared (6 per cent),	27,000 00
Surplus for the year ending September 30, 1898,	\$17,683 01
Amount of surplus September 30, 1897,	77,650 44
	\$95,333 45
Credits to profit and loss account during the year :	
Adjustment prior account,	\$1,178 24
Premium on sale of bonds,	4,950 00
TOTAL CREDITS,	\$6,128 24
Debits to profit and loss account during the year :	
City of New Bedford, account franchise,	\$10,000 00
Construction, \$18,857.95; temporary construction, \$4,608.74,	23,461 69
Electric line construction, \$5,000; car account, \$10,000; electric equipment, cars, \$3,000,	18,000 00
TOTAL DEBITS,	51,461 69
NET AMOUNT DEBITED TO PROFIT AND LOSS,	45,333 45
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$50,000 00

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$187,728 88
Receipts from tolls for use of tracks by other companies, . .	16,281 97
Receipts from rentals of buildings and other property, . .	1,350 28
Receipts from advertising in cars,	600 00
Receipts from interest on sinking fund,	128 32
Other earnings from operation:	
Sales of manure,	20 80
Miscellaneous receipts,	33 02
GROSS EARNINGS FROM OPERATION,	\$206,188 27
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$6,499 62
General office expenses and supplies,	475 12
Legal expenses,	1,025 60
Insurance,	12,543 06
Other general expenses,	2,488 95
Engineering,	291 80
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,764 46
Repair of electric line construction,	2,670 46
Removal of snow and ice,	998 59
Repair of buildings,	723 62
Maintenance of equipment:	
Repair of cars and other vehicles,	6,075 94
Repair of electric equipment of cars,	3,472 29
Renewal of horses, harnesses, shoeing, etc.,	115 50
Transportation expenses:	
Cost of electric motive power,	14,811 25
Provender for horses,	659 75
Wages and compensation of persons employed in conducting transportation,	67,871 91
Damages for injuries to persons and property,	4,701 79
Other transportation expenses: general operating expenses and supplies,	3,794 59
TOTAL OPERATING EXPENSES,	\$181,928 80
PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks (length, 23,526 feet),	\$26,347 66
New electric line construction (length, 23,526 feet),	3,685 72
TOTAL ADDITIONS TO RAILWAY,	\$30,033 38
Additions to equipment:	
Electric equipment,	\$500 00
Other additions to equipment:	
Tools and machinery,	300 00
Horse account (trade),	40 00
TOTAL ADDITIONS TO EQUIPMENT,	840 00

Additions to land and buildings:		
Additional land necessary for operation of railway,	\$842 50	
New buildings necessary for operation of railway,	16,110 02	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$16,952 52
Additions to other permanent property: New Bedford and Fairhaven Bridge (in construction):		
Temporary construction,	\$1,835 57	
Roadbed and tracks,	3,982 57	
Electric line construction,	2,021 03	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, .		7,839 17
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$55,665 07
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of buildings,	\$750 00	
Sale of old rails, etc.,	286 54	
Sale of 4 old cars, etc.,	70 00	
Sale of horse,	24 30	
Construction, \$18,857.95; temporary construction, \$4,603.74,	23,461 69	
Electric line construction,	5,000 00	
Car account,	10,000 00	
Electric equipment of cars,	3,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .		42,592 53
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$13,072 54
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$461,585 18	
Electric line construction, including poles, wiring, feeder lines, etc.,	62,751 68	
TOTAL COST OF RAILWAY OWNED,		\$524,336 81
Cost of equipment:		
Cars and other rolling stock and vehicles, . .	\$107,683 08	
Electric equipment of same,	62,860 92	
Horses,	235 70	
Other items of equipment,	3,521 84	
TOTAL COST OF EQUIPMENT OWNED,		174,301 54
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$55,370 48	
Electric power stations, including equipment, .	94,195 33	
Other buildings necessary for operation of railway,	96,258 47	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		245,819 28

Other permanent property: New Bedford and Fairhaven bridge:		
Roadbed and tracks,	\$8,632 37	
Electric line construction,	2,978 89	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		\$11,610 76
TOTAL PERMANENT INVESTMENTS,		\$956,068 39
Cash and current assets:		
Cash,	\$10,824 48	
Bills and accounts receivable,	425 00	
Sinking and other special funds,	8,747 72	
Other cash and current assets: prepaid insurance premium,	1,612 50	
TOTAL CASH AND CURRENT ASSETS,		16,609 70
Miscellaneous assets: materials and supplies,		481 12
TOTAL,		\$978,109 21
LIABILITIES.		CR.
Capital stock,		\$450,000 00
Funded debt,		850,000 00
Current liabilities:		
Loans and notes payable,	\$120,598 13	
Audited vouchers and accounts,	1,987 81	
Miscellaneous current liabilities: unredeemed tickets,	523 27	
TOTAL CURRENT LIABILITIES,		123,109 21
Profit and Loss balance (surplus),		50,000 00
TOTAL,		\$978,109 21
CAPITAL STOCK.		
Capital stock authorized by law,	\$450,000 00	
Capital stock authorized by votes of company,	450,000 00	
Capital stock issued and outstanding,		\$450,000 00
Number of shares issued and outstanding,	4,500	
Number of stockholders,	82	
Number of stockholders in Massachusetts,	70	
Amount of stock held in Massachusetts,	\$393,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated mortgage twenty-year 5 per cent gold bond (may be registered),	5	Jan. 2, 1914,	\$350,000 00	\$17,500 00*

* Interest paid during year as follows: consolidated bonds, \$251,000 at 5 per cent, \$12,550; first mortgage (matured July 2, 1898), \$90,000 at 5 per cent, \$4,950.

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1897, of sinking fund for redemption of bonds,	\$3,624 40
Additions during the year to sinking fund for redemption of bonds,	123 32
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$3,747 72

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	3,776,878
Number carried per mile of main railway track operated,	189,222
Number of round trips run,	159,426
Number of car miles run,	799,738
Average number of persons employed,	160

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	35	
Open passenger cars equipped for electric power,	41	
Total,		76
Box passenger cars equipped for horse power,	1	
Open passenger cars equipped for horse power,	4	
Total,		5
TOTAL PASSENGER CARS OF ALL KINDS,		81
Construction, repair and other work cars,		1
Number of cars equipped with fenders,		79
Number of cars equipped with heaters (electric),		35
Snow ploughs (electric, 5; horse, 1),		6
Other railway rolling stock: sweeper, 1; sand cars, 8,		4
Carts and snow sleds,		8
Other highway vehicles: 1 low gear, 2 road machines, 2 express wagons, 2 tower wagons, 1 sleigh, 1 surrey, 1 open buggy,		10
Electric motors,		118
Horses,		6
Harnesses (double, 6; single, 5),		11
Other items of equipment: track and station tools and machinery,		

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.653 miles.
Length of second main track,	1.302 "
Total length of main track,	19.960 "
Length of sidings, switches, etc.,	8.747 "
Total, computed as single track,	28.707 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line (temporary construction),376 miles.
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System of electric motive power in use by the company: Thomson-Houston; overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Fairhaven and Dartmouth.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With New York, New Haven & Hartford Railroad Company, Eastern District, as follows:		
With Weld Street, New Bedford, Taunton Division,	3	1
With entrance to New Bedford and Fairhaven Bridge, New Bedford, Taunton Division,	2	1
With Main Street, Fairhaven, Cape Cod Division,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

Number of above crossings at which *frogs* are inserted in the tracks, . . 3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	12	-	13
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	11	-	11
TOTALS,	-	1	-	23	-	24

STATEMENT OF EACH ACCIDENT.

Oct. 13, 1897. — Collision car and team (four occupants).

October 23. — Man caught finger in gate.

November 1. — Man fell from moving car.

November 28. — Man fell boarding moving car.

December 11. — Man fell leaving moving car.

December 31. — Collision car and team (three occupants).

Jan. 1, 1898. — Woman fell getting off car.

January 18. — Woman fell getting off car.
January 28. — Child ran in front of moving car and was knocked down.
April 26. — Girl ran in front of moving car and was struck.
May 4. — Man fell leaving moving car.
June 26. — Horse, frightened at car, ran away (two occupants).
June 28. — Man fell leaving moving car.
June 30. — Woman jumped from moving car and fell.
July 10. — Woman, changing her seat, fell from car.
August 6. — Man getting on car; car started and threw him.
September 8. — Man fell from moving car.
September 18. — Man fell leaving moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,
 7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Arnold C. Gardner, *Treasurer and Clerk of Corporation*, New Bedford, Mass. Walter Clifford, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Walter P. Winsor, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Lot B. Bates, New Bedford, Mass. Frank S. Stevens (deceased), Swansea, Mass. Frank W. Brightman, Fall River, Mass. S. Harrison Wagner, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
 THOMAS B. TRIPP,
 FRANK W. BRIGHTMAN,
 E. S. BROWN,
 LOT B. BATES,
 W. P. WINSOR,
Directors.
 ARNOLD C. GARDNER,
Treasurer.
 EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 27, 1898. Then personally appeared the above-named Frank W. Brightman and Arnold C. Gardner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY H. EARLE,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 27, 1898. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, E. S. Brown, Lot B. Bates, W. P. Winsor and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT A. TERRY,

Justice of the Peace.

REPORT

OF THE

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$62,063 31
Operating expenses,	35,917 45
GROSS INCOME ABOVE OPERATING EXPENSES,	\$26,145 86
Charges upon income accrued during the year:	
Interest on funded debt, \$7,500 00	
Interest and discount on unfunded debts and loans, 4,376 27	
Taxes, 2,467 30	
Other deductions from income: amusements, 800 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	14,643 57
NET DIVISIBLE INCOME,	\$11,502 29
Dividends declared (5 per cent),	7,500 00
Surplus for the year ending September 30, 1898,	\$4,002 29
Amount of surplus September 30, 1897,	4,011 66
	\$8,013 95
Debits to profit and loss account during the year:	
Settlement of accident claims, \$3,280 28	
Amount charged off to close old accounts, 150 00	
TOTAL DEBITS,	3,430 28
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$4,583 67
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$61,838 31
Receipts from advertising in cars,	225 00
GROSS EARNINGS FROM OPERATION,	\$62,063 31
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,815 29
General office expenses and supplies,	1,993 91
Insurance,	2,846 25

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$1,856 52
Repair of electric line construction,	721 94
Removal of snow and ice,	1,620 52
Repair of buildings,	187 41
Maintenance of equipment:	
Repair of cars and other vehicles,	1,871 26
Repair of electric equipment of cars,	2,954 34
Transportation expenses:	
Cost of electric motive power, \$13,651.01; less power sold, \$12,647.15; net,	1,008 86
Wages and compensation of persons employed in conduct- ing transportation,	17,025 22
Damages for injuries to persons and property,	172 88
Tolls for trackage over other railways,	222 66
Other transportation expenses,	625 39
TOTAL OPERATING EXPENSES,	\$85,917 45

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 1,000 feet),	\$1,076 27
New electric line construction, extra feeder wire,	5,888 30
Other additions to railway: legal and engi- neering expenses,	4 50
TOTAL ADDITIONS TO RAILWAY,	\$6,469 07
Additions to equipment:	
Additional cars (car signs),	\$228 50
Other additions to equipment: tools, etc.,	107 85
TOTAL ADDITIONS TO EQUIPMENT,	331 35
Additions to land and buildings: new buildings necessary for operation of railway,	111 88
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$6,911 80

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$150,698 02	
Electric line construction, including poles, wiring, feeder lines, etc.,	44,658 01	
Engineering and other expenses incident to construction,	8,712 79	
TOTAL COST OF RAILWAY OWNED,		\$199,068 82
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$22,967 82	
Electric equipment of same,	36,891 79	
Other items of equipment: snow ploughs, wagons, tools, etc.,	7,541 39	
TOTAL COST OF EQUIPMENT OWNED,		67,400 50

Cost of land and buildings :		
Land necessary for operation of railway,	\$2,000 00	
Electric power stations, including equipment,	88,124 80	
Other buildings necessary for operation of railway,	15,196 31	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$105,321 11
TOTAL PERMANENT INVESTMENTS,		\$371,785 43
Cash and current assets :		
Cash,	\$520 13	
Bills and accounts receivable,	7,459 95	
Other cash and current assets :		
Prepaid interest,	968 00	
Prepaid insurance,	3,737 50	
TOTAL CASH AND CURRENT ASSETS,		12,665 58
Miscellaneous assets: materials and supplies,		2,697 73
TOTAL,		\$387,148 74
LIABILITIES.		CR.
Capital stock,		\$150,000 00
Funded debt,		150,000 00
Current liabilities:		
Loans and notes payable,	\$81,640 46	
Audited vouchers and accounts,	299 61	
TOTAL CURRENT LIABILITIES,		81,940 07
Accrued liabilities: interest accrued and not yet due,		625 00
Profit and Loss balance (surplus),		4,583 67
TOTAL,		\$387,148 74
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$150,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	March 1, 1904,	\$150,000 00	\$7,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,129,681
Number carried per mile of main railway track operated,	73.835
Number of round trips run,	34,453
Number of car miles run,	374,431
Average number of persons employed,	42

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	8
Open passenger cars equipped for electric power, . . .	11
TOTAL PASSENGER CARS OF ALL KINDS, . . .	19
Construction, repair and other work cars, . . .	1
Number of all above cars with 8 wheels, . . .	2
Number of cars equipped with fenders, . . .	19
Number of cars equipped with heaters (electric), . . .	8
Snow ploughs (electric), . . .	3
Carts and snow sleds, . . .	2
Other highway vehicles: 1 farm wagon, 1 tower wagon, 1 express wagon, . . .	3
Electric motors, . . .	30
Horses, . . .	2
Harnesses (double, 4; single, 2), . . .	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line, . . .	Miles. 14.700	Miles. .600	Miles. 15.300
Length of sidings, switches, etc., . . .	.928	-	.928
TOTAL, COMPUTED AS SINGLE TRACK, . . .	15.628	.600	16.228

System of electric motive power in use by the company: single trolley; General Electric Company and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Wakefield, Stoneham, Reading, Saugus and Melrose.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Boston & Maine Railroad, Farm Hill Station, Stoneham, . .	1	1
With Boston & Maine Railroad, Reading Station, . . .	2	1
With Boston & Maine Railroad, Albion Street, Wakefield, . . .	2	1
With Boston & Maine Railroad, Water Street, Wakefield, . . .	2	1
With Boston & Maine Railroad, Main Street, Wakefield, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, . . .	9	5

Number of above crossings at which *frogs* are inserted in the tracks, . . . 5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	6	-	9
Employees,	-	1	-	1	-	2
Other persons,	-	3	-	1	-	4
TOTALS,	-	7	-	8	-	15

STATEMENT OF EACH ACCIDENT.

Oct. 5, 1897. — Woman stepped from moving car, injuring knee.
 November 10. — Man jumped from moving car; shaken up.
 November 24. — Car struck team, throwing driver out and shaking him up.
 December 3. — Intoxicated man fell from car, injuring head.
 Feb. 13, 1898. — Intoxicated man fell from car, cutting forehead.
 February 28. — Boy ran in front of car, injuring leg.
 March 14. — Car struck team, shaking up two lady occupants.
 May 29. — Man slipped from running-board, cutting head.
 June 11. — Woman stumbled leaving car, injuring ankle.
 August 5. — Man tried to board moving car; sprained shoulder.
 August 10. — Two cars came together, injuring motorman's leg.
 August 12. — Two cars came together, injuring woman's back.
 September 11. — Conductor's face badly bruised by striking tree on side of track.
 September 30. — Rear end collision; man lamed shoulder.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY,
 WAKEFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. James F. Shaw, *Vice-President, Treasurer and General Manager*, 53 State Street, Boston, Mass. Ezra M. Southworth, *Clerk of Corporation*, Wakefield, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. James F. Shaw, Newburyport, Mass. George A. Butman, Malden, Mass. Ezra M. Southworth, Wakefield, Mass. Edward P. Shaw, Newburyport, Mass. Edward P. Shaw, Jr., Newburyport, Mass. J. Wallace Grace, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
JAS. F. SHAW,
GEO. A. BUTMAN,
E. P. SHAW, JR.,
Directors.
JAS. F. SHAW,
Treasurer.
CHAS. F. HEATH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman, E. P. Shaw, Jr., and Chas. F. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$48,241 05
Operating expenses,	29,534 88
GROSS INCOME ABOVE OPERATING EXPENSES,	\$18,706 17
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,350 00
Interest and discount on unfunded debts and loans,	1,475 78
Taxes,	2,183 80
Other deductions from income: amusement,	1,708 66
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,618 24
Surplus for the year ending September 30, 1898,	\$7,087 93
Amount of surplus September 30, 1897,	2,316 65
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$9,404 58
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$48,041 05
Receipts from advertising in cars,	200 00
GROSS EARNINGS FROM OPERATION,	\$48,241 05
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,565 50
General office expenses and supplies,	1,182 15
Insurance,	1,921 86
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,002 50
Repair of electric line construction,	164 98
Removal of snow and ice,	815 27
Repair of buildings,	55 80

Maintenance of equipment:		
Repair of cars and other vehicles,		\$1,158 41
Repair of electric equipment of cars,		1,285 76
Transportation expenses:		
Cost of electric motive power,		8,884 45
Wages and compensation of persons employed in conducting transportation,		10,810 48
Damages for injuries to persons and property,		6 00
Other transportation expenses: oil, waste, etc.,		282 25
TOTAL OPERATING EXPENSES,		\$29,584 88
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 20,122 feet),	\$29,165 72	
New electric line construction (length, 20,122 feet),	5,670 50	
Other additions to railway: legal and engineering expenses,	67 50	
TOTAL ADDITIONS TO RAILWAY,		\$34,908 72
Additions to equipment:		
Additional cars (3 in number),	\$3,637 10	
Electric equipment of same,	3,000 00	
TOTAL ADDITIONS TO EQUIPMENT,		6,637 10
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$1,450 00	
Additional equipment of power stations,	96 59	
New buildings necessary for operation of railway,	3,260 48	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		4,807 02
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$46,347 84
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sundry equipment, sale of tools,		6 80
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$46,341 04
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$188,594 01	
Electric line construction, including poles, wiring, feeder lines, etc.,	46,140 30	
Engineering and other expenses incident to construction,	8,828 10	
TOTAL COST OF RAILWAY OWNED,		\$288,562 41

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$18,797 37	
Electric equipment of same,	14,539 10	
Other items of equipment: snow ploughs,		
tools, etc.,	3,903 63	
TOTAL COST OF EQUIPMENT OWNED,		\$37,240 10
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,739 55	
Electric power stations, including equipment,	48,668 40	
Other buildings necessary for operation of railway,	13,264 23	
TOTAL COST OF LAND AND BUILDINGS OWNED,		63,662 18
TOTAL PERMANENT INVESTMENTS,		\$339,464 69
Cash and current assets:		
Cash,	\$4,689 65	
Bills and accounts receivable,	400 00	
Other cash and current assets:		
Prepaid insurance,	1,803 90	
Prepaid interest,	682 00	
TOTAL CASH AND CURRENT ASSETS,		7,575 55
Miscellaneous assets: materials and supplies,		602 30
TOTAL,		\$347,642 54
LIABILITIES.		CR.
Capital stock,		\$150,000 00
Funded debt,		135,000 00
Current liabilities:		
Loans and notes payable,	\$56,500 00	
Audited vouchers and accounts,	4,138 81	
TOTAL CURRENT LIABILITIES,		60,638 81
Accrued liabilities: interest accrued and not yet due,		2,604 15
Profit and Loss balance (surplus),		9,404 58
TOTAL,		\$347,642 54
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	19	
Number of stockholders in Massachusetts,	19	
Amount of stock held in Massachusetts,	\$150,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Nov. 1, 1916,	\$125,000 00	\$6,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	966,286
Number carried per mile of main railway track operated, .	50,275
Number of round trips run,	11,804
Number of car miles run,	288,827
Average number of persons employed,	86

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	6
Open passenger cars equipped for electric power, . . .	10
TOTAL PASSENGER CARS OF ALL KINDS, . . .	16
Construction, repair and other work cars,	1
Number of cars equipped with fenders,	16
Number of cars equipped with heaters (electric),	6
Snow ploughs (electric),	2
Other highway vehicles: tower wagon,	1
Electric motors,	32

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	19.219 miles.
Length of sidings, switches, etc., . . . . .	.492 "
Total, computed as single track,	19.711 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,038 mile.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Warren, West Warren, Brookfield, West Brookfield, North Brookfield and Spencer.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With North Brookfield Railroad, near East Brookfield Station, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	7	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	-	3	-	3	-
TOTALS,	-	1	3	7	3	8

STATEMENT OF EACH ACCIDENT.

Oct. 30, 1897. — Intoxicated man fell from platform, bruising face and slightly shaken up.

November 11. — Man stepped from moving car, slightly bruising face.

May 28, 1898. — Martin McDermott and Bart Reardon, both intoxicated, and lying upon the track, were struck by car and instantly killed.

June 6. — Intoxicated man stepped from moving car, bruising face.

June 16. — Jas. McGlinchey, intoxicated, and lying upon the track, struck by car and instantly killed.

June 25. — Lady, stepping from car, slipped between running-board and car sill, slightly spraining her hip.

July 4. — Man jumped from moving car, dislocating shoulder.

July 30. — Lady stepped backwards from moving car, slightly shaking her up.

August 20. — Two cars collided, slightly injuring one lady passenger.

September 8. — Lady jumped from moving car, slightly shaking her up.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,
BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

N. Sumner Myrick, *President*, 92 State Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Charles A. Jefts, *Superintendent*, Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. N. Sumner Myrick, Boston, Mass. Ewen R. McPherson, Cambridge, Mass. Alexander B. Bruce, Lawrence, Mass. Robert Redford, Lawrence, Mass. Charles A. Richardson, Worcester, Mass. Charles E. Barnes, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. B. FERGUSON,
CHARLES E. BARNES,
ROBT. REDFORD,
A. B. BRUCE,
Directors.
GEO. A. BUTMAN,
Treasurer.
CHARLES A. JEFTS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named W. B. Ferguson, Chas. E. Barnes, Robt. Redford, A. B. Bruce and Geo. A. Butman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 19, 1898. Then personally appeared the within-named Charles A. Jefts, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

REPORT

OF THE

WEBSTER & DUDLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Commenced operation June 15, 1898.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,706 05
Operating expenses,	3,423 98
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,283 07
Surplus for the year ending September 30, 1898,	\$1,283 07
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$1,283 07
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$4,706 05
GROSS EARNINGS FROM OPERATION,	\$4,706 05
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$79 07
Insurance,	450 00
Transportation expenses:	
Cost of electric motive power,	1,181 00
Wages and compensation of persons employed in conducting transportation,	1,763 91
TOTAL OPERATING EXPENSES,	\$3,423 98
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,	\$36,666 20
Engineering and other expenses incident to construction,	2,108 01
TOTAL COST OF RAILWAY OWNED,	\$38,774 21

Cost of land and buildings :		
Land necessary for operation of railway, . . .	\$300 00	
Electric equipment,	3,388 92	
Buildings necessary for operation of railway, . . .	2,848 00	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .		\$6,031 92
TOTAL PERMANENT INVESTMENTS,		\$44,806 18
Cash and current assets: cash,		780 89
TOTAL,		\$45,586 52
LIABILITIES. Cr.		
Capital stock,		\$44,225 00
Current liabilities: audited vouchers and accounts, . . .		78 45
Profit and Loss balance (surplus),		1,283 07
TOTAL,		\$45,586 52
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Amount paid in on 500 shares not yet issued,		\$44,225 00
Number of stockholders,	72	
Number of stockholders in Massachusetts,	71	
Amount of stock held in Massachusetts,	\$44,125 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	95,952
Number carried per mile of main railway track operated,	21,562
Average number of persons employed,	12
Company commenced operation June 15, 1898.	

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	3
TOTAL PASSENGER CARS OF ALL KINDS,	5
Number of all above cars with 8 wheels,	5
Number of cars equipped with fenders,	5
Number of cars equipped with heaters (electric),	2
Electric motors,	10

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.450 miles.
Length of sidings, switches, etc., . . . . .	.210 "
Total, computed as single track,	4.660 "

System of electric motive power in use by the company: The Johnson Company.

Names of the several cities and towns in which the railways operated by the company are located: Webster.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Southbridge Branch, East Main Street, Webster,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEBSTER & DUDLEY STREET RAILWAY COMPANY,
WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar S. Hill, *President*, Tremont Building, Boston, Mass. Lyman R. Eddy, *Vice-President*, Webster, Mass. John Flint, *Treasurer and General Manager*, Webster, Mass. Charles Haggerty, *Clerk of Corporation*, Webster, Mass. John J. Love, *Auditor*, Webster, Mass. William H. Foss, *Superintendent*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar S. Hill, Boston, Mass. Charles Haggerty, Webster, Mass. John Flint, Webster, Mass. Lyman R. Eddy, Webster, Mass. Elisha N. Bigelow, Webster, Mass. Oscar Shumway, Webster, Mass. George R. Marble, Webster, Mass. Cyprian Dandurand, Webster, Mass. John J. Love, Webster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR S. HILL,
LYMAN R. EDDY,
CHARLES HAGGERTY,
JOHN J. LOVE,
CYPRIEN DANDURAND,
ELISHA N. BIGELOW,
JOHN FLINT,
GEORGE R. MARBLE,
Directors.
JOHN FLINT,
Treasurer.
WILLIAM H. FOSS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. DEC. 5, 1898. Then personally appeared the above-named Edgar S. Hill, Lyman R. Eddy, Charles Haggerty, John J. Love, Cyprien Dandurand, Elisha N. Bigelow, John Flint, George R. Marble and William H. Foss, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM F. GALE,

Justice of the Peace.

REPORT

OF THE

WELLESLEY & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$39,374 66
Operating expenses,	26,354 27
GROSS INCOME ABOVE OPERATING EXPENSES,	\$13,020 39
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$363 14
Taxes,	633 77
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	986 91
NET DIVISIBLE INCOME,	\$12,033 48
Dividends declared (8 per cent),	8,000 00
Surplus for the year ending September 30, 1898,	\$4,033 48
Amount of surplus September 30, 1897,	1,990 29
Debits to profit and loss account during the year: insurance fund,	\$6,033 77
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$4,033 77
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$37,609 70
Receipts from tolls for use of tracks by other companies,	1,038 29
Receipts from advertising in cars,	93 00
Receipts from interest on deposits,	536 51
Other earnings from operation: rental cars, etc.,	97 16
GROSS EARNINGS FROM OPERATION,	\$39,374 66
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,525 39
General office expenses and supplies,	217 31
Legal expenses,	425 00
Insurance,	265 57
Other general expenses: directors' fees, telephone and miscellaneous expenses,	1,086 14
Maintenance of roadway and buildings:	
Repair of roadbed and track,	597 64
Repair of electric line construction,	137 33
Removal of snow and ice,	836 54

Maintenance of equipment:		
Repair of cars and other vehicles,		\$661 95
Repair of electric equipment of cars,		1,088 23
Renewal of horses, harnesses, shoeing, etc.,		99 96
Transportation expenses:		
Cost of electric motive power,		7,248 88
Wages and compensation of persons employed in conducting transportation,		10,901 87
Damages for injuries to persons and property,		282 42
Other transportation expenses: oil, grease and waste,		80 05
TOTAL OPERATING EXPENSES,		\$26,854 27
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PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 53.5 feet, 1 cross-over),	\$25,989 96	
New electric line construction (length, 53.5 feet),	3,015 82	
TOTAL ADDITIONS TO RAILWAY,		\$29,005 78
Additions to equipment:		
Additional cars (4 in number),	\$6,611 17	
Electric equipment of same,	2,210 65	
TOTAL ADDITIONS TO EQUIPMENT,		8,821 82
Additions to land and buildings: new buildings necessary for operation of railway,		5,140 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$42,967 60
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GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
	ASSETS.	Dr.
Cost of railway:		
Roadbed and tracks,	\$74,488 86	
Electric line construction, including poles, wiring, feeder lines, etc.,	8,962 79	
Engineering and other expenses incident to construction,	1,869 21	
TOTAL COST OF RAILWAY OWNED,		\$84,770 36
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$15,266 77	
Electric equipment of same,	9,988 00	
Horses,	118 00	
TOTAL COST OF EQUIPMENT OWNED,		25,367 77
Cost of land and buildings: buildings necessary for operation of railway,		5,240 00
TOTAL PERMANENT INVESTMENTS,		\$115,378 13
Cash and current assets:		
Cash,	\$145 64	
Bills and accounts receivable,	7,000 00	
TOTAL CASH AND CURRENT ASSETS,		7,145 64
TOTAL,		\$122,523 77

LIABILITIES.		CR.
Capital stock,		\$100,000 00
Current liabilities: loans and notes payable,		16,500 00
Sinking and other special funds: insurance fund,		2,000 00
Profit and Loss balance (surplus),		4,023 77
TOTAL,		\$122,523 77

CAPITAL STOCK.		
Capital stock authorized by law,	\$115,000 00	
Capital stock authorized by votes of company,	115,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	14	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$100,000 00	

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to insurance fund,	\$2,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1898,	\$2,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	709,837
Number carried per mile of main railway track operated,	152,836
Number of round trips run,	23,609
Number of car miles run,	220,980
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	5
Open passenger cars equipped for electric power,	9
TOTAL PASSENGER CARS OF ALL KINDS,	14
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	14
Number of cars equipped with heaters (electric),	5
Snow ploughs (electric),	1
Other highway vehicles: democrat wagon,	1
Electric motors,	19
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.660 miles.
Length of sidings, switches, etc., . . . . .	.210 "
Total, computed as single track,	4.870 "

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WELLESLEY & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.
James W. French, *Vice-President*, 58 Tremont Building, Boston, Mass.
James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. G. Fred Simpson, Newton, Mass. William L. Lowell, Newton, Mass. Wm. F. Hammett, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
AUSTIN R. MITCHELL,
JAMES W. FRENCH,
WILLIAM F. HAMMETT,
G. FRED SIMPSON,
JAMES L. RICHARDS,
Directors.
JAMES L. RICHARDS,
Treasurer.
LEWELLYN H. MCLAIN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 15, 1898. Then personally appeared the above-named Horace B. Parker, Austin R. Mitchell, James W. French, William F. Hammett, G. Fred Simpson and James L. Richards, and on Oct. 17, 1898, Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,
Justice of the Peace

REPORT

OF THE

WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,*	\$1,147,950 00
Income from other sources: received from lessee for expenses of maintaining the organization of lessor,	7,500 00
GROSS INCOME,	\$1,155,450 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	5,901 53
NET DIVISIBLE INCOME,	\$1,149,548 47
Dividends paid:*	
7 per cent on \$9,085,000, common,	\$835,950 00
8 per cent on \$6,400,000, preferred,	512,000 00
TOTAL DIVIDENDS DECLARED,	1,147,950 00
Surplus for the year ending September 30, 1898,	\$1,598 47
Amount of surplus September 30, 1897,	71,714 63
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$73,313 10
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$6,184,782 44
Electric line construction, including poles, wiring, feeder lines, etc.,	1,974,950 74
Engineering and other expenses incident to construction,	175,712 54
TOTAL COST OF RAILWAY OWNED,	\$8,335,395 72

* Dividends paid under lease to stockholders of this company by Boston Elevated Railway Company.

Cost of equipment:		
Cars and other rolling stock and vehicles, .	\$8,376,493 65	
Electric equipment of same,	2,763,506 76	
Horses,	36,525 00	
Other items of equipment: machinery, tools, fixtures, furniture, etc.,	288,551 99	
TOTAL COST OF EQUIPMENT OWNED,		\$6,465,077 40
Cost of land and buildings:		
Land necessary for operation of railway, .	\$3,244,844 72	
Electric power stations, including equipment, .	3,782,383 11	
Other buildings necessary for operation of railway,	8,178,909 47	
TOTAL COST OF LAND AND BUILDINGS OWNED,		10,206,087 30
Other permanent property: subway equipment,		133,181 04
TOTAL PERMANENT INVESTMENTS,		\$25,139,691 46
Cash and current assets: cash,		1,598 47
Miscellaneous assets: other assets and property: Boston Ele- vated Railway Company lease account,		1,362,028 17
TOTAL,		\$26,503,818 10
LIABILITIES.		CR.
Capital stock, common,		\$9,085,000 00
Capital stock, preferred,		6,400,000 00
TOTAL CAPITAL STOCK,		\$15,485,000 00
Funded debt,		10,945,000 00
Profit and Loss balance (surplus),		73,813 10
TOTAL,		\$26,503,818 10
PROPERTY ACCOUNTS.		
Additions to equipment,		\$778 24
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$778 24
CAPITAL STOCK.		
Capital stock authorized by law, common, .	\$10,000,000 00	
Capital stock authorized by law, preferred, .	6,400,000 00	
Total capital stock authorized by law, .	\$16,400,000 00	
Capital stock authorized by votes of company, common,	\$10,000,000 00	
Capital stock authorized by votes of company, preferred,	6,400,000 00	
Total capital stock authorized by vote, .	\$16,400,000 00	
Capital stock issued and outstanding, common,		\$9,085,000 00
Capital stock issued and outstanding, preferred,		6,400,000 00
Total capital stock outstanding,		\$15,485,000 00

Number of shares issued and out- standing, common,	181,700	
Number of shares issued and out- standing, preferred,	128,000	
Total number of shares outstand- ing,		309,700
Number of stockholders, common,	8,857	
Number of stockholders, preferred,	8,790	
Total number of stockholders,		7,647
Number of stockholders in Massa- chusetts, common,	8,401	
Number of stockholders in Massa- chusetts, preferred,	8,303	
Total stockholders in Massachu- setts,		6,704
Amount of stock held in Massachusetts, com- mon,		\$7,810,750 00
Amount of stock held in Massachusetts, pre- ferred,		5,722,400 00
Total stock held in Massachusetts,		\$13,533,150 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.*
Bonds Metropolitan Railroad Co.,	Per Cent.	Dec. 15, 1908,	\$500,000 00	-
Bonds Middlesex Railroad Co.,	5	July 1, 1904,	200,000 00	-
Bonds Highland Street Railway Co. (matured),	6	Jan. 1, 1898,	100,000 00	-
Bonds Highland Street Railway Co.,	5	May 1, 1902,	300,000 00	-
Bonds Boston Consolidated Street Railway Co.,	5	Jan. 1, 1907,	500,000 00	-
Bonds South Boston Horse Railway Co.,	5	May 1, 1905,	200,000 00	-
Bonds Cambridge Railroad Co.,	5	April 1, 1908,	480,000 00	-
Bonds Charles River Street Railway Co.,	5	April 1, 1904,	150,000 00	-
Bonds West End Street Railway Co.,	5	Nov. 1, 1902,	2,000,000 00	-
Bonds West End Street Railway Co.,	4½	March 1, 1904,	2,000,000 00	-
Bonds West End Street Railway Co.,	4	May 1, 1916,	815,000 00	-
Bonds West End Street Railway Co.,	4	Feb. 1, 1917,	2,700,000 00	-
TOTAL,			\$10,945,000 00	-

RAILWAY OWNED.

Length of railway line,	145.096 miles.
Length of second main track,	109.868 "
Total length of main track,	254.964 "
Length of sidings, switches, etc.,	34.852 "
Total, computed as single track,	289.816 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3.832 miles.
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* By Boston Elevated Railway Company.

Names of the several cities and towns in which the railway owned by the company is located: Boston, Cambridge, Somerville, Newton, Malden, Medford, Everett, Chelsea, Arlington, Brookline and Watertown.

GENERAL REMARKS AND EXPLANATIONS.

Certain expenditures upon the property have been made by the lessee during the year for permanent improvements, which would vary the figures in this report in some respects, but no statement of these expenditures and improvements had been received from the lessees prior to the end of the year for which this report is made.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,
101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel Little, *President*, 101 Milk Street, Boston, Mass. Parkman Dexter, *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alfred Winsor, Brookline, Mass. Walter S. Swan, Cambridge, Mass. G. T. W. Braman, Cohasset, Mass. Albert C. Houghton, North Adams, Mass. Samuel Spencer, New York, N. Y. T. Jefferson Coolidge, Manchester, Mass. Richard M. Saltonstall, Newton, Mass. Stephen M. Weld, Dedham, Mass. Moses Williams, Brookline, Mass. Charles A. Williams, Brookline, Mass. Samuel Little, Boston, Mass. Parkman Dexter, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

SAMUEL LITTLE,
CHARLES A. WILLIAMS,
STEPHEN M. WELD,
G. T. W. BRAMAN,
WALTER S. SWAN,
ALFRED WINSOR,
RICHARD M. SALTONSTALL,
PARKMAN DEXTER,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 19, 1898. Then personally appeared the above-named Samuel Little, Charles A. Williams, Stephen M. Weld, G. T. W. Braman, Walter S. Swan, Alfred Winsor and Richard M. Saltonstall, directors, and Parkman Dexter, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT H. DERRAH,
Justice of the Peace.

REPORT OF THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$67,428 50
Operating expenses,	44,260 68
NET EARNINGS FROM OPERATION,	\$23,167 84
Miscellaneous income: sale of old material,	9 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$23,176 84
Charges upon income accrued during the year:	
Interest on funded debt, \$5,000 00	
Interest and discount on unfunded debts and loans, 6,483 54	
Taxes, 2,239 09	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	13,672 63
NET DIVISIBLE INCOME,	\$9,504 21
Dividends declared (8½ per cent),	5,250 00
Surplus for the year ending September 30, 1898,	\$4,254 21
Amount of surplus September 30, 1897,	8,376 57
	\$12,630 78
Debits to profit and loss account during the year: insurance, barges for transportation, injury and damages and repairs of cars for 1897,	1,615 98
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$11,014 80
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$67,188 50
Receipts from advertising in cars,	240 00
GROSS EARNINGS FROM OPERATION,	\$67,428 50
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,150 41
General office expenses and supplies,	1,231 76
Legal expenses,	640 00
Insurance,	3,887 23

Maintenance of roadway and buildings :	
Repair of roadbed and track,	\$994 48
Repair of electric line construction,	318 52
Removal of snow and ice,	1,526 93
Repair of buildings,	7 48
Maintenance of equipment :	
Repair of cars and other vehicles,	1,027 08
Repair of electric equipment of cars,	687 77
Transportation expenses :	
Cost of electric motive power,	12,942 95
Wages and compensation of persons employed in conducting transportation,	16,993 15
Damages for injuries to persons and property,	338 50
Rentals of buildings and other property,	233 39
Other transportation expenses: heating and lighting cars and buildings,	280 96
TOTAL OPERATING EXPENSES,	\$44,260 66

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks,	\$85,094 67
New electric line construction,	5,716 29
Other additions to railway: engineering, etc.,	2,018 80
TOTAL ADDITIONS TO RAILWAY,	\$42,829 76
Additions to equipment: additional cars (2 in number) and electric equipment of same,	
	4,733 32
Additions to land and buildings: new buildings necessary for operation of railway,	
	506 90
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$48,069 98

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$230,442 83
Electric line construction, including poles, wiring, feeder lines, etc.,	48,817 06
Interest accrued during construction of railway,	2,113 07
Engineering and other expenses incident to construction,	18,776 52
TOTAL COST OF RAILWAY OWNED,	\$300,149 48
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,	
	36,779 27
Cost of land and buildings :	
Land necessary for operation of railway,	\$7,337 83
Power station lines,	12,040 46
Buildings necessary for operation of railway,	12,013 04
TOTAL COST OF LAND AND BUILDINGS OWNED,	\$1,391 33
TOTAL PERMANENT INVESTMENTS,	\$368,320 08

Cash and current assets :		
Cash,	\$5,781 62	
Bills and accounts receivable,	1,527 67	
TOTAL CASH AND CURRENT ASSETS,		\$7,309 29
Miscellaneous assets :		
Materials and supplies,	\$2,756 58	
Other assets and property: street improve- ments,	18,207 74	
TOTAL MISCELLANEOUS ASSETS,		20,964 32
TOTAL,		\$396,593 69
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	LIABILITIES.	CR.
Capital stock,		\$150,000 00
Funded debt,		100,000 00
Current liabilities :		
Loans and notes payable,	\$129,677 67	
Audited vouchers and accounts,	5,082 80	
TOTAL CURRENT LIABILITIES,		184,709 97
Accrued liabilities: interest accrued and not yet due,		868 92
Profit and Loss balance (surplus),		11,014 80
TOTAL,		\$396,593 69
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CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	54	
Number of stockholders in Massachusetts,	53	
Amount of stock held in Massachusetts,	\$140,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 20-year gold bonds, .	Per Cent. 5	Sept. 1, 1916,	\$100,000 00	\$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,460,990
Number carried per mile of main railway track operated, .	142,307
Number of round trips run,	30,605
Number of car miles run,	322,023
Average number of persons employed,	28

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	8
Open passenger cars equipped for electric power, . . .	10
TOTAL PASSENGER CARS OF ALL KINDS, . . .	18
Number of cars equipped with fenders, . . .	18
Number of cars equipped with heaters (electric), . . .	8
Snow ploughs (electric), . . .	2
Electric motors, . . .	35

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line, . . .	9.802 miles.
Length of second main track, . . .	.464 "
Total length of main track, . . .	10.266 "
Length of sidings, switches, etc., . . .	.656 "
Total, computed as single track, . . .	10.922 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Boston and Dedham.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	10	-	10
Employees, . . .	-	-	-	-	-	-
Other persons, . . .	-	-	-	4	-	4
TOTALS, . . .	-	-	-	14	-	14

STATEMENT OF EACH ACCIDENT.

Man fell from platform; injured his head.

Man stepped in front of car and was injured.

Man, riding on front platform, lost his balance and fell; injured arm.

Intoxicated man fell from step of car, injuring his leg.

Boy stealing a ride fell off and was injured.

Intoxicated man, attempting to step from one car to another at a turnout, fell and injured his knee.

Passenger jumped from car while in motion; injured his head.

Lady slipped stepping from car; injured her ankle.

Bicycle rider came in contact with running-board; slightly injured.

Lady slipped stepping from car; injured her hip.
 Horse became unmanageable in front of car; two ladies thrown out.
 Lady slipped stepping from car; injured her head.
 Passenger riding on front platform fell while car was going round curve.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY,
 417 JOHN HANCOCK BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thomas T. Robinson, *President*, 178 Devonshire Street, Boston, Mass.
 Frederick N. Tirrell, *Treasurer and Clerk of Corporation*, 178 Devonshire Street, Boston, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas T. Robinson, Dedham, Mass. Frederick N. Tirrell, Hyde Park, Mass. Robert Bleakie, Hyde Park, Mass. John S. Bleakie, Boston, Mass. Robert B. Fairbairn, Boston, Mass. Clifford Devens, Boston, Mass. W. P. Whittemore, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOS. T. ROBINSON,
 FREDERICK N. TIRRELL,
 CLIFFORD DEVENS,
 JOHN S. BLEAKIE,
Directors.
 FREDERICK N. TIRRELL,
Treasurer.
 GEORGE W. ROUNDS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 27, 1898. Then personally appeared the above-named Thomas T. Robinson, Frederick N. Tirrell, Clifford Devens and John S. Bleakie, directors, Frederick N. Tirrell, treasurer, and George W. Rounds, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. STANWOOD,
Justice of the Peace.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$3,000 00
Dividends declared (6 per cent),	\$3,000 00
Amount of surplus September 30, 1897,	\$128 35
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$128 35
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	Dr.
Cost of railway: roadbed and tracks,	\$50,000 00
Cash and current assets: cash,	76 35
Miscellaneous assets: office furniture,	50 00
TOTAL,	\$50,126 35
LIABILITIES.	Cr.
Capital stock,	\$50,000 00
Current liabilities: dividends not called for,	8 00
Profit and Loss balance (surplus),	128 35
TOTAL,	\$50,126 35
CAPITAL STOCK.	
Capital stock authorized by law,	\$75,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock issued and outstanding,	\$50,000 00
Number of shares issued and outstanding,	1,000
Number of stockholders,	89
Number of stockholders in Massachusetts,	87
Amount of stock held in Massachusetts,	\$49,650 00

RAILWAY OWNED.

Length of railway line, . . . . .	.	.	.	.	.
Length of second main track, . . . . .	.	.	.	.	.
Total length of main track, . . . . .	.	.	.	.	.
Length of sidings, switches, etc., . . . . .	.	.	.	.	.
Total, computed as single track, . . . . .	.	.	.	.	.

Names of the several cities and towns in which the railway company is located : Chelsea.

CORPORATE NAME AND ADDRESS OF THE COMPANY
 WINNISIMMET RAILROAD COMPANY
 81 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS
 Bentley W. Warren, *President*, 81 State Street, Boston, 1
 Oliver, *Treasurer and Clerk of Corporation*, 81 State Street,

NAMES AND RESIDENCE OF BOARD OF DIRECTORS
 Bentley W. Warren, Boston, Mass. David H. Coolidge
 E. Francis Oliver, Boston, Mass. Edward Russell, Brookline
 R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing are full, just and true.

BENTLEY W. WARREN
 DAVID H. COOLIDGE
 E. FRANCIS OLIVER

E. FRANCIS OLIVER

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 28, 1898. Then personally appeared Bentley W. Warren, David H. Coolidge and E. Francis Oliver, E. Francis Oliver, treasurer, and severally made oath that the certificate by them subscribed is, to the best of their knowledge,

Before me,

IRVIN McDOWELL, C
Jus

REPORT

OF THE

WOBURN & READING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$11,535 00
Operating expenses,	12,045 87
GROSS DEFICIT ABOVE OPERATING EXPENSES, . . .	\$510 87
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,786 25
Taxes,	673 57
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,459 82
Deficit for the year ending September 30, 1898,	\$2,970 69
Amount of deficit September 30, 1897,	1,800 99
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$4,271 68
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$11,535 00
GROSS EARNINGS FROM OPERATION,	\$11,535 00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$841 28
General office expenses and supplies,	411 18
Insurance,	516 14
Maintenance of roadway and buildings:	
Repair of roadbed and track,	77 38
Repair of electric line construction,	34 56
Removal of snow and ice,	985 25
Repair of buildings,	69 91
Maintenance of equipment:	
Repair of cars and other vehicles,	445 95
Repair of electric equipment of cars,	415 20

RAILWAY OWNED.

Length of railway line,	1.005 miles.
Length of second main track,	1.005 "
Total length of main track,	2.010 "
Length of sidings, switches, etc., . . . . .	.143 "
Total, computed as single track,	2.153 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,
31 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 31 State Street, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Boston, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
DAVID H. COOLIDGE,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 28, 1898. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge and E. Francis Oliver, directors, and E. Francis Oliver, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

IRVIN McDOWELL GARFIELD,
Justice of the Peace.

REPORT

OF THE

WOBURN & READING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$11,535 00
Operating expenses,	12,045 87
GROSS DEFICIT ABOVE OPERATING EXPENSES, . . .	\$510 87
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,786 25
Taxes,	673 57
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,459 82
Deficit for the year ending September 30, 1898, . . .	\$2,970 69
Amount of deficit September 30, 1897,	1,800 99
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$4,271 68
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$11,535 00
GROSS EARNINGS FROM OPERATION,	\$11,535 00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$841 28
General office expenses and supplies,	411 13
Insurance,	516 14
Maintenance of roadway and buildings:	
Repair of roadbed and track,	77 38
Repair of electric line construction,	84 56
Removal of snow and ice,	985 25
Repair of buildings,	69 91
Maintenance of equipment:	
Repair of cars and other vehicles,	445 95
Repair of electric equipment of cars,	415 20

Transportation expenses:		
Cost of electric motive power,		\$3,243 48
Wages and compensation of persons employed in conducting transportation,		4,228 54
Damages for injuries to persons and property,		41 50
Tolls for trackage over other railways,		715 27
Other transportation expenses: oil, waste, etc.,		20 33
TOTAL OPERATING EXPENSES,		\$12,045 87
PROPERTY ACCOUNTS.		
Additions to railway:		
New electric line construction (extra feeder wire),	\$1,518 67	
Other additions to railway: legal and engineering expenses,	12 00	
TOTAL ADDITIONS TO RAILWAY,		\$1,530 67
Additions to equipment:		
Additional cars (extra car signs),	\$144 00	
Electric equipment,	18 30	
Other additions to equipment: tools, etc.,	159 00	
TOTAL ADDITIONS TO EQUIPMENT,		321 30
Additions to land and buildings: new buildings necessary for operation of railway,		73 55
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$1,925 52
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$52,746 31	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,890 95	
Engineering and other expenses incident to construction,	2,516 21	
TOTAL COST OF RAILWAY OWNED,		\$70,153 47
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$5,486 15	
Electric equipment of same,	3,466 47	
Other items of equipment: snow plough, tools, etc.,	1,489 48	
TOTAL COST OF EQUIPMENT OWNED,		10,442 10
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,207 25	
Buildings necessary for operation of railway,	5,146 69	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,353 94
TOTAL PERMANENT INVESTMENTS,		\$86,949 51

Cash and current assets :		
Cash,	\$788 06	
Other cash and current assets :		
Prepaid insurance,	275 00	
Prepaid interest,	248 75	
TOTAL CASH AND CURRENT ASSETS,		\$1,811 81
Profit and Loss balance (deficit),		4,271 68
TOTAL,		\$92,588 00
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LIABILITIES.		CR.
Capital stock,		\$60,000 00
Current liabilities :		
Loans and notes payable,	\$28,750 00	
Audited vouchers and accounts,	8,788 00	
TOTAL CURRENT LIABILITIES,		32,538 00
TOTAL,		\$92,588 00
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CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	13	
Number of stockholders in Massachusetts,	13	
Amount of stock held in Massachusetts,	\$50,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	232,494
Number carried per mile of main railway track operated,	40,982
Number of round trips run,	8,824
Number of car miles run,	84,208
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	2
Open passenger cars equipped for electric power,	8
TOTAL PASSENGER CARS OF ALL KINDS,	5
Number of all above cars with 8 wheels,	1
Number of cars equipped with fenders,	5
Number of cars equipped with heaters (electric),	2
Snow ploughs (electric),	1
Electric motors,	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 4.850	Miles. .830	Miles. 5.680
Length of sidings, switches, etc., . . . . .	.310	-	.310
TOTAL, COMPUTED AS SINGLE TRACK,	5.160	.830	5.990

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Woburn and Reading.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

June 25, 1898. — Car left rail, throwing passenger from car and injuring his back.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOBURN & READING STREET RAILWAY COMPANY,
WAKEFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. James F. Shaw, *Vice-President, Treasurer and General Manager*, 53 State Street, Boston, Mass. George A. Butman, *Clerk of Corporation*, 53 State Street, Boston, Mass. Charles F. Heath, *Superintendent*, Wakefield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James F. Shaw, Newburyport, Mass. Charles F. Woodward, Wakefield, Mass. George A. Butman, Malden, Mass. Phineas W. Sprague, Malden, Mass. H. Fisher Eldredge, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
JAS. F. SHAW,
GEO. A. BUTMAN,

Directors.

JAS. F. SHAW,

Treasurer.

CHAS. F. HEATH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1898. Then personally appeared the above-named Chas. F. Woodward, Jas. F. Shaw, Geo. A. Butman and Chas. F. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,

Justice of the Peace.

REPORT

OF THE

WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$59,483 45
Operating expenses,	44,089 16
GROSS INCOME ABOVE OPERATING EXPENSES,	\$15,344 29
Charges upon income accrued during the year:	
Interest on funded debt,	\$10,000 00
Interest and discount on unfunded debts and loans,	6,818 98
Taxes,	2,850 66
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	19,169 59
Deficit for the year ending September 30, 1898,	\$3,825 30
Amount of deficit September 30, 1897,	41,211 05
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$45,036 35
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$59,234 40
Receipts from carriage of mails,	136 80
Receipts from advertising in cars,	12 25
GROSS EARNINGS FROM OPERATION,	\$59,483 45
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$520 00
Legal expenses,	898 25
Insurance,	3,066 00
Other general expenses: fuel, oil, freight, lights, water, etc.,	2,942 19
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,539 31
Repair of electric line construction,	102 47
Removal of snow and ice,	1,147 00

Maintenance of equipment:	
Repair of cars and other vehicles,	\$1,886 32
Repair of electric equipment of cars,	2,855 61
Renewal of horses, harnesses, shoeing, etc.,	388 85
Transportation expenses:	
Cost of electric motive power,	8,968 79
Provender for horses,	427 08
Wages and compensation of persons employed in conducting transportation,	19,492 29
Rentals of buildings and other property,	410 00
TOTAL OPERATING EXPENSES,	\$44,089 16

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 18,612 feet) and new electric line construction (length, 18,612 feet),	\$19,245 02
Other additions to railway: tools, etc.,	56 84
TOTAL ADDITIONS TO RAILWAY,	\$19,301 86
Additions to equipment:	
Additional cars (8 in number) on trucks,	\$3,225 00
Electric equipment of same,	5,957 00
Other additional rolling stock and vehicles,	2,625 68
Other additions to equipment: 1 snow plough,	850 00
TOTAL ADDITIONS TO EQUIPMENT,	12,657 68
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$31,959 04
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): reduction in land,	50
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$31,958 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$290,109 41
Electric line construction, including poles, wiring, feeder lines, etc.,	51,787 32
Other items of railway cost: tools and construction supplies,	5,554 04
TOTAL COST OF RAILWAY OWNED,	\$347,400 77
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$77,256 87
Electric equipment of same,	2,031 68
Other items of equipment: miscellaneous,	3,180 24
TOTAL COST OF EQUIPMENT OWNED,	82,458 79
Cost of land and buildings: buildings necessary for operation of railway,	9,247 48
TOTAL PERMANENT INVESTMENTS,	\$439,107 04

Cash and current assets:		
Bills and accounts receivable,	\$1,594 79	
Other cash and current assets: prepaid insurance,	1,551 88	
TOTAL CASH AND CURRENT ASSETS,		\$3,146 62
Profit and Loss balance (deficit),		45,086 35
TOTAL,		\$487,290 01
LIABILITIES.		
	Cr.	
Capital stock,		\$140,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	\$115,148 24	
Audited vouchers and accounts,	28,640 29	
Matured interest coupons unpaid (including coupons due October 1),	2,500 00	
TOTAL CURRENT LIABILITIES,		146,288 53
Accrued liabilities: taxes accrued and not yet due,		1,001 48
TOTAL,		\$487,290 01
CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000 00	
Capital stock authorized by votes of company,	140,000 00	
Capital stock issued and outstanding,		\$140,000 00
Number of shares issued and outstanding,	1,400	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$124,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	5	July 1, 1913,	\$200,000 00	\$10,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,185,680
Number carried per mile of main railway track operated,	64,710
Number of round trips run,	56,400
Number of car miles run,	359,890
Average number of persons employed,	45

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	11	
Open passenger cars equipped for electric power,	16	
Total,		27
Open passenger cars equipped for horse power,		7
TOTAL PASSENGER CARS OF ALL KINDS,		34
Snow ploughs (electric),		8
Carts and snow sleds: 3 carts, 1 sled,		3
Other highway vehicles: 2 tower wagons, lumber wagon, platform wagon and express wagon,		5
Electric motors,		50
Horses,		3
Harnesses (double, 1; single, 2),		8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.823 miles.
Length of sidings, switches, etc., . . . . .	.827 "
Total, computed as single track,	19.150 "

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

Length of railway line,	16.732 miles.
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System of electric motive power in use by the company: Thomson-Houston and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Woonsocket, R. I., Cumberland, R. I., North Smithfield, R. I., and Blackstone, Mass.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New England Railroad, Main Street, Blackstone, Mass., . . .	2	1
With New England Railroad, North Main Street, Woonsocket, R. I., . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	5	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOONSOCKET STREET RAILWAY COMPANY,

6 SOUTH MAIN STREET, WOONSOCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President and General Manager*, Woonsocket, R. I. Walter Whittlesey, *Treasurer*, Chelsea, Mass. Willard Kent, *Clerk of Corporation*, Woonsocket, R. I. J. J. Heffernan, *General Counsel*, Woonsocket, R. I. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Thomas Martin, Chelsea, Mass. Walter Whittlesey, Chelsea, Mass. Charles H. Wilson, Boston, Mass. Joseph G. Ray, Franklin, Mass. Edward H. Rathbun, Woonsocket, R. I. Henry L. Whittlesey, Newton, Mass. Willard Kent, Woonsocket, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR K. RAY,
 THOMAS MARTIN,
 WALTER WHITTLESEY,
 HENRY L. WHITTLESEY,
 CHARLES H. WILSON,
 EDWARD H. RATHBUN,
 JOSEPH G. RAY,
 WILLARD KENT,
Directors.
 WALTER WHITTLESEY,
Treasurer.
 H. M. YOUNG,
Superintendent.

STATE OF RHODE ISLAND.

PROVIDENCE COUNTY, ss. WOONSOCKET, Oct. 27, 1898. Then personally appeared the above-named Edgar K. Ray, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEO. R. SMITH,
Notary Public.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. In Woonsocket this second day of November, A.D. 1898, Willard Kent, well known to me and known by me to be the person who subscribed the foregoing certificate, personally appeared and made oath that the same is true, to the best of his knowledge and belief.

Before me,

JEFFERSON ALDRICH,
Notary Public.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

PROVIDENCE, ss.

CLERK'S OFFICE, DISTRICT COURT OF THE TWELFTH JUDICIAL DISTRICT.

WOONSOCKET, Nov. 2, A.D. 1898. I, Charles M. Arnold, clerk of the District Court of the Twelfth Judicial District of the State of Rhode Island and

Providence Plantations, the same being a court of record, do hereby certify that Jefferson Aldrich, before whom the annexed instrument was proved or acknowledged, was at the date thereof a notary public within and for the county and State aforesaid, duly appointed and qualified, and authorized to administer oaths and take depositions and acknowledgment of deeds and other instruments, and believe the signature to the certificate to be genuine, and that the annexed instrument is executed and acknowledged according to the laws of said State.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of said court, the day and year above written.

CHARLES M. ARNOLD,
Clerk.

STATE OF RHODE ISLAND.

PROVIDENCE COUNTY. WOONSOCKET, Nov. 2, 1898. Then personally appeared H. M. Young, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

WALTER R. RAY,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 28, 1898. Then personally appeared the above-named Walter Whittlesey and Henry L. Whittlesey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN S. PATTON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK, ss. BOSTON, Oct. 31, A.D. 1898. Then personally appeared the above-named Thomas Martin and Charles H. Wilson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, J. CONVERSE GRAY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Nov. 2, 1898. Then personally appeared before me Edward H. Rathbun and Joseph G. Ray, and severally made oath that the foregoing certificate by them subscribed was true, according to their best knowledge and belief.

Before me, WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT

OF THE

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$14,070 15
Operating expenses,	11,498 81
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,571 84
Charges upon income accrued during the year: taxes,	70 80
Surplus for the year ending September 30, 1898,	\$2,501 54
Amount of deficit September 30, 1897,	77 98
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$2,423 61
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$14,070 15
GROSS EARNINGS FROM OPERATION,	\$14,070 15
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$25 00
General office expenses and supplies,	163 90
Insurance,	806 08
Maintenance of roadway and buildings:	
Repair of roadbed and track,	130 25
Repair of electric line construction,	19 52
Removal of snow and ice,	443 34
Repair of buildings,	2 37
Maintenance of equipment:	
Repair of cars and other vehicles,	399 72
Repair of electric equipment of cars,	593 53
Transportation expenses:	
Cost of electric motive power,	4,403 96
Wages and compensation of persons employed in conducting transportation,	4,458 64
Damages for injuries to persons and property,	53 00
TOTAL OPERATING EXPENSES,	\$11,498 81

1899.] WORCESTER & BLACKSTONE VALLEY. 743

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	\$19,814 60	
New electric line construction,	5,866 40	
Other additions to railway: engineering and other expenses,	1,781 17	
TOTAL ADDITIONS TO RAILWAY,		\$27,462 17
Additions to equipment:		
Snow plough,	\$750 00	
Equipping snow plough,	22 55	
TOTAL ADDITIONS TO EQUIPMENT,		772 55
Additions to land and buildings: additional land necessary for operation of railway,		135 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$28,369 72
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$29,406 07	
Electric line construction, including poles, wiring, feeder lines, etc.,	9,950 23	
Interest accrued during construction of railway,	526 66	
Engineering and other expenses incident to construction,	6,802 76	
Other items of railway cost: original purchase of railway, exclusive of rails, car house and cars,	31,000 00	
TOTAL COST OF RAILWAY OWNED,		\$77,185 72
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$6,496 46	
Electric equipment of same,	5,088 60	
TOTAL COST OF EQUIPMENT OWNED,		11,585 06
Cost of land and buildings: land necessary for operation of railway,		161 04
Other permanent property:		
Office fixtures,	\$50 00	
Tools and material for construction,	113 28	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		163 28
TOTAL PERMANENT INVESTMENTS,		\$89,045 10
Cash and current assets: cash,		1,282 73
Miscellaneous assets:		
Materials and supplies,	\$147 05	
Other assets and property: unexpired insurance,	915 65	
TOTAL MISCELLANEOUS ASSETS,		1,062 70
TOTAL,		\$91,390 53

LIABILITIES.		Cr.	
Capital stock,	.	.	\$60,000 00
Current liabilities: audited vouchers and accounts,	.	.	28,966 92
Profit and Loss balance (surplus),	.	.	2,423 61
TOTAL,	.	.	\$91,390 53
CAPITAL STOCK.			
Capital stock authorized by law,	.	\$60,000 00	
Capital stock authorized by votes of company,	.	60,000 00	
Capital stock issued and outstanding,	.	.	\$60,000 00
Number of shares issued and outstanding,	.	600	
Number of stockholders,	.	16	
Number of stockholders in Massachusetts,	.	16	
Amount of stock held in Massachusetts,	.	\$60,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	281,403
Number carried per mile of main railway track operated,	40,665
Number of round trips run,	8,999
Number of car miles run,	110,098
Average number of persons employed,	17

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	4
Open passenger cars equipped for electric power,	4
TOTAL PASSENGER CARS OF ALL KINDS,	8
Number of cars equipped with fenders,	8
Number of cars equipped with heaters (electric),	4
Snow ploughs (electric),	1
Electric motors,	16

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.920 miles.
Length of sidings, switches, etc.,	.200 "
Total, computed as single track,	7.120 "

System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Millbury, Sutton, Grafton and Northbridge.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad,	1	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY
COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Matthew J. Whittall, *President*, Worcester, Mass. Alfred Thomas, *Vice-President and Treasurer*, Worcester, Mass. Willard E. Ballou, *Clerk of Corporation*, Worcester, Mass. John B. Gorman, *Superintendent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Matthew J. Whittall, Worcester, Mass. Alfred Thomas, Worcester, Mass. Fred W. Moore, Millbury, Mass. Thomas Wilmarth, Saundersville, Mass. Willard E. Ballou, Worcester, Mass. Percival M. Whittall, Worcester, Mass. L. E. Chase, Wilkinsonville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

M. J. WHITTALL,
ALFRED THOMAS,
WILLARD E. BALLOU,
PERCIVAL M. WHITTALL,
FRED W. MOORE,
L. E. CHASE,
THOMAS WILMARTH,
ALFRED THOMAS, *Directors.*
JOHN B. GORMAN, *Treasurer.*
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Nov. 2, 1898. Then personally appeared the above-named M. J. Whittall, Alfred Thomas, Willard E. Ballou, Percival M. Whittall, Fred W. Moore, L. E. Chase, Thomas Wilmarth and John B. Gorman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS H. SULLIVAN,
Justice of the Peace.

REPORT

OF THE

WORCESTER & CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$106,389 80	
Electric line construction, including poles, wiring, feeder lines, etc.,	26,690 59	
Interest accrued during construction of railway,	946 98	
Engineering and other expenses incident to construction,	8,540 55	
TOTAL COST OF RAILWAY OWNED,		\$137,557 92
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$8,847 50	
Electric equipment of same,	8,998 74	
TOTAL COST OF EQUIPMENT OWNED,		17,841 24
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,008 50	
Electric power stations, including equipment,	25,966 67	
Other buildings necessary for operation of railway,	2,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		26,975 17
TOTAL PERMANENT INVESTMENTS,		\$184,374 33
Cash and current assets: cash,		5,886 69
TOTAL,		\$190,261 02
LIABILITIES.		CR.
Capital stock,		\$91,500 00
Current liabilities: loans and notes payable,		98,761 02
TOTAL,		\$190,261 02

CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Amount paid in on shares not yet issued,		\$91,500 00
Number of stockholders,	28	
Number of stockholders in Massachusetts,	28	
Amount of stock held in Massachusetts,	\$91,500 00	

DESCRIPTION OF EQUIPMENT.	
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	6
Electric motors,	12

RAILWAY OWNED.	
Length of railway line,	9.812 miles.
Length of sidings, switches, etc., . . . . .	.190 "
Total, computed as single track,	10.002 "

System of electric motive power in use by the company: Johnson Company motors; Walker generators.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Boylston and Clinton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & CLINTON STREET RAILWAY COMPANY,
36 HIGH STREET, CLINTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander S. Paton, *President*, Leominster, Mass. Jerome Marble, *Vice-President*, Worcester, Mass. Walter R. Dame, *Treasurer, Clerk of Corporation and General Counsel*, Clinton, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander S. Paton, Leominster, Mass. Jerome Marble, Worcester, Mass. William S. Reed, Leominster, Mass. George R. Damon, Leominster, Mass. Theodore S. Johnson, Worcester, Mass. George A. Flagg, Boylston Centre, Mass. Walter R. Dame, Clinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEXANDER S. PATON,
T. S. JOHNSON,
GEORGE A. FLAGG,
W. S. REED,
JEROME MARBLE,
GEO. R. DAMON,
WALTER R. DAME,

Directors.

WALTER R. DAME,

Treasurer.

GEO. H. BURGESS,

Superintendent pro tem.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1898. Then personally appeared the above-named Alexander S. Paton, T. S. Johnson, George A. Flagg, W. S. Reed, Jerome Marble, George R. Damon and Walter R. Dame, directors, Walter R. Dame, treasurer, and George H. Burgess, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. TYLER,

Justice of the Peace.

REPORT OF THE WORCESTER CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$537,873 25
Operating expenses,	394,253 32
GROSS INCOME ABOVE OPERATING EXPENSES,	\$143,619 93
Charges upon income accrued during the year :	
Interest on funded debt,	\$32,500 00
Interest and discount on unfunded debts and loans,	2,873 68
Taxes,	20,804 71
Rentals of leased railways :	
North End Street Railway, \$8,000 00	
Worcester & Shrewsbury Railroad,	3,750 00
Worcester & Shrewsbury Street Railway,	1,000 00
	12,750 00
Other deductions from income: attraction at Lake Quinsigamond,	3,896 05
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	72,324 44
NET DIVISIBLE INCOME,	\$71,295 49
Dividends declared (8 per cent),	56,000 00
Surplus for the year ending September 30, 1898,	\$15,295 49
Amount of surplus September 30, 1897,	101,490 37
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$116,785 86
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$530,259 25
Receipts from carriage of mails,	737 64
Receipts from tolls for use of tracks by other companies,	1,635 65
Receipts from rentals of buildings and other property,	2,486 75
Receipts from advertising in cars,	2,000 00
Receipts from interest on deposits,	803 96
GROSS EARNINGS FROM OPERATION,	\$537,873 25

[Jan.]

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers and clerks,	-
General office expenses and supplies,	-
Legal expenses,	-
Insurance,	-

Other general expenses: Massachusetts Street Railway Association, directors' meetings, travelling expenses, gratuities, etc.,

Maintenance of roadway and buildings:

Repair of roadbed and track,	-
Repair of electric line construction,	-
Removal of snow and ice,	-
Repair of buildings,	-

Maintenance of equipment:

Repair of cars and other vehicles,	-
Repair of electric equipment of cars,	-
Renewal of horses, harnesses, shoeing, etc.,	-

Transportation expenses:

Cost of electric motive power, \$75,105.71; less power sold, \$214.15; net,	-
Provender for horses,	-
Wages and compensation of persons employed in conducting transportation,	-
Tolls for trackage over other railways,	-
Rentals of buildings and other property,	-
Other transportation expenses: fuel for cars and buildings, oil, waste, lights, sand, tools, etc.,	-

TOTAL OPERATING EXPENSES,

PROPERTY ACCOUNTS.

Additions to railway:*

Extension of tracks (Grafton extension),	\$21,018 69
New electric line construction (length, 9,880 feet),	2,126 29

TOTAL ADDITIONS TO RAILWAY,

Additions to equipment:

Additional cars (10 in number),	\$7,628 67
Electric equipment of same,	7,380 29
Other additional rolling stock and vehicles,	5,256 00
Other additions to equipment: 7 complete car equipments,	5,099 80

TOTAL ADDITIONS TO EQUIPMENT,

Additions to land and buildings: additional land necessary for operation of railway,

TOTAL ADDITIONS TO PROPERTY ACCOUNTS,

\$15,456 08
2,693 47
1,699 25
26,222 65

4,258 20

25,000
100
\$48,659

\$48

* About 8 miles of track in process of construction.

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$1,003,510 58	
Electric line construction, including poles, wiring, feeder lines, etc.,	98,009 16	
Engineering and other expenses incident to construction,	11,897 30	
TOTAL COST OF RAILWAY OWNED,		\$1,112,917 04
Cost of equipment:		
Cars and other rolling stock and vehicles, . .	\$123,356 76	
Electric equipment of same,	141,958 19	
Horses,	1,000 00	
TOTAL COST OF EQUIPMENT OWNED,		266,314 95
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$87,328 45	
Buildings necessary for operation of railway, .	118,125 76	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .		205,454 21
TOTAL PERMANENT INVESTMENTS,		\$1,584,686 20
Cash and current assets:		
Cash,	\$12,595 55	
Bills and accounts receivable,	2,329 42	
Other cash and current assets: insurance, . .	8,165 66	
TOTAL CASH AND CURRENT ASSETS,		18,090 63
Miscellaneous assets: materials and supplies, .		18,092 20
TOTAL,		\$1,615,869 03
LIABILITIES.		Cr.
Capital stock,		\$700,000 00
Funded debt,		650,000 00
Real estate mortgages,		4,500 00
Current liabilities:		
Loans and notes payable,	\$41,000 00	
Audited vouchers and accounts,	75,240 84	
TOTAL CURRENT LIABILITIES,		116,240 84
Accrued liabilities:		
Interest accrued and not yet due,	\$5,416 66	
Taxes accrued and not yet due,	20,304 71	
Rentals accrued and not yet due,	2,520 83	
Miscellaneous accrued liabilities: tickets, . .	100 18	
TOTAL ACCRUED LIABILITIES,		28,342 33
Profit and Loss balance (surplus),		116,785 86
TOTAL,		\$1,615,869 03

CAPITAL STOCK.		
Capital stock authorized by law,	\$700,000 00	\$700,000 00
Capital stock authorized by votes of company,	700,000 00	
Capital stock issued and outstanding,	
Number of shares issued and outstanding,	7,000	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	\$300 00	

REAL ESTATE MORTGAGES.				
DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land and building, Shrewsbury Street,	Per Cent. 5	Demand, .	\$4,500 00	\$225 00

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 5	1907,	\$150,000 00	\$7,500 00
20-year gold bonds,	5	1914,	500,000 00	25,000 00
TOTALS, . . . . .	. . . .	. . . .	\$650,000 00	\$32,500 00

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	10,637,321
Number carried per mile of main railway track operated,	254,888
Number of round trips run,	338,846
Number of car miles run,	2,121,402
Average number of persons employed,	325

DESCRIPTION OF EQUIPMENT.	
Box passenger cars equipped for electric power,	66
Open passenger cars equipped for electric power,	70
Total,	136
Box passenger cars equipped for horse power,	18
Open passenger cars equipped for horse power,	2
Total,	20
TOTAL PASSENGER CARS OF ALL KINDS,	156
Number of all above cars with 8 wheels,	4
Number of cars equipped with fenders,	136
Snow ploughs (electric),	10
Carts and snow sleds,	10
Other highway vehicles: 7 road machines, 5 wagons, 3 buggies,	
1 caravan,	16
Electric motors,	198
Horses,	6

RAILWAY OWNED, ETC.

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	28.570	8.110	.555	32.235
Length of second main track,	9.580	-	-	9.580
TOTAL LENGTH OF MAIN TRACK,	38.150	8.110	.555	41.815
Length of sidings, switches, etc., . . . . .	.740	1.219	-	1.959
TOTAL, COMPUTED AS SINGLE TRACK,	38.890	9.329	.555	48.774

RAILWAY OPERATED AND MOTIVE POWER USED.

RAILWAY OPERATED.	By Steam Power only.	By Electric Power only.	Total Operated.
	Miles.	Miles.	Miles.
Length of railway line,	2.690	29.545	32.235
Length of second main track,	-	9.580	9.580
TOTAL LENGTH OF MAIN TRACK,	2.690	39.125	41.815
Length of sidings, switches, etc., . . . . .	.957	1.002	1.959
TOTAL, COMPUTED AS SINGLE TRACK,	3.647	40.127	43.774

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS. .

Length of railway line:	
Electric,	1.460 miles.
Steam, Worcester & Shrewsbury Railroad,	8.140 "
TOTAL LENGTH OF MAIN TRACK,	4.600 miles.

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Worcester.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Boston & Albany, New York, New Haven & Hartford and New England Railroads, Grafton Street,	10	1
With Boston & Albany, New York, New Haven & Hartford and New England Railroads, Green Street,	6	1
With Boston & Maine and Fitchburg Railroads, Shrewsbury Street,	3	1
With Boston & Maine and Fitchburg Railroads, Summer Street,	3	2
With Boston & Maine and Fitchburg Railroads, Thomas Street,	2	1
With Boston & Maine and Fitchburg Railroads, Lincoln Square,	3	2
With Boston & Maine and Fitchburg Railroads, Barber's Crossing,	3	1
With New York, New Haven & Hartford Railroad, Green Street, Quinsigamond Village,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	32	10

Number of above crossings at which frogs are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	21	-	23
Employees,	-	-	-	1	-	1
Other persons,	-	5	1	18	1	23
TOTALS,	-	7	1	40	1	47

STATEMENT OF EACH ACCIDENT.

Oct. 16, 1897. — Collision of team and car; man injured.
October 16. — Collision of team and car; woman injured.
November 1. — Collision of team and car; man injured.
November 17. — Man fell from platform of car.
December 11. — Collision of team and car; woman injured.
Jan. 1, 1898. — Boy pushed from car by passenger.
January 9. — Collision of team and car; two men injured.
January 22. — Woman knocked down by car.
January 29. — Man fell trying to board special car.
February 4. — Man struck by the side of the car (employee).
February 24. — Collision of team and car; man injured.
March 18. — Man stepped from moving car and fell.
April 10. — Woman fell getting off the car.
April 21. — Collision of street sweeper and car; man injured.
April 27. — Man put his hand through headlight of car.
May 3. — Woman fell trying to board car.
May 5. — Grade crossing accident; two men hurt.
May 8. — Man thrown from car on curve.
May 17. — Boy, stealing a ride, jumped from car.
May 28. — Woman fell trying to board the car.
May 28. — Man stepped from moving car and fell.
June 6. — Woman fell getting off the car.
June 8. — Man stepped from moving car and fell.
June 12. — Girl jumped from moving car and fell.
June 18. — Collision of team and car; man injured.
June 20. — Man slipped from running-board and fell.
June 25. — Bicycle accident; boy hurt.
June 28. — Collision of team and car; two men hurt.
July 3. — Woman stepped from moving car and fell.
July 4. — Man jumped from moving car and fell.
July 10. — Man fell from moving car.
July 24. — Woman stepped from moving car and fell.
July 25. — Man stepped from moving car and fell.
August 10. — Fright caused passenger to jump from car and fall.
August 14. — Boy struck by the car; died the next day.
August 20. — Collision of team and car; man slightly injured.
August 24. — Bicycle accident; boy injured.

September 4. — Boy jumped from moving car and fell.
September 6. — Woman stepped from moving car and fell.
September 10. — Woman stepped from moving car and fell.
September 11. — Woman stepped from moving car and fell.
September 13. — Man jumped from moving car and fell.
September 17. — Man fell from platform of car.
September 24. — Boy playing in the street knocked down by car.
September 26. — Small boy ran in front of car, knocked down.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,
 15 MARKET STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis H. Dewey, *President and General Counsel*, 15 Market Street, Worcester, Mass. A. George Bullock, *Vice-President*, State Mutual Life Assurance Company, Worcester, Mass. Albert H. Stone, *Treasurer and Clerk of Corporation*, 15 Market Street, Worcester, Mass. Jno. N. Akarman, *Superintendent*, 15 Market Street, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Albert H. Stone, Worcester, Mass. Thomas C. Barr, Worcester, Mass. Edward J. Moore, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

A. G. BULLOCK,
 FRANCIS H. DEWEY,
 ALBERT H. STONE,
Directors.
 ALBERT H. STONE,
Treasurer.
 JNO. N. AKARMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 24, 1898. Then personally appeared the above-named A. G. Bullock, Francis H. Dewey, Albert H. Stone and John N. Akarman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD J. SARTELLE,
Justice of the Peace.

REPORT OF THE WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$65,630 74
Operating expenses,	42,776 23
Gross income above operating expenses, .	\$22,854 51
Charges upon income accrued during the year:	
Interest on funded debt,	\$10,000 00
Interest and discount on unfunded debts and loans,	732 74
Taxes,	3,193 65
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	13,931 39
NET DIVISIBLE INCOME,	\$8,923 12
Dividends declared (6 per cent),	12,000 00
Deficit for the year ending September 30, 1898,	\$3,076 88
Amount of surplus September 30, 1897,	11,923 68
Credits to profit and loss account during the year: premium on bonds sold,	15,110 88
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$23,957 68
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$64,787 74
Receipts from carriage of mails,	275 00
Receipts from rentals of buildings and other property,	168 00
Receipts from advertising in cars,	400 00
GROSS EARNINGS FROM OPERATION,	\$65,630 74
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,399 96
General office expenses and supplies,	2,092 01
Insurance,	3,360 37
Other general expenses:	
Printing and advertising,	344 51
Water, oil, grease and waste,	155 42

Maintenance of roadway and buildings :	
Repair of roadbed and track,	\$2,470 86
Repair of electric line construction,	207 41
Removal of snow and ice,	1,916 70
Repair of buildings,	32 13
Maintenance of equipment :	
Repair of cars and other vehicles,	2,499 05
Repair of electric equipment of cars,	780 84
Transportation expenses :	
Cost of electric motive power, \$8,788.41; less power sold, \$12; net,	8,776 41
Provender for horses (stable expense),	108 18
Wages and compensation of persons employed in conducting transportation,	16,640 75
Damages for injuries to persons and property,	302 40
Tolls for trackage over other railways,	789 73
TOTAL OPERATING EXPENSES,	\$42,776 28

PROPERTY ACCOUNTS.

Owing to the cost of construction and equipment being unsettled and undetermined at the date of the last report, and having since been settled, it is impossible to make a correct adjustment so as to answer the questions in relation to additions and deductions to and from property accounts.

WORCESTER & MARLBOROUGH STREET RAILWAY CO.,

S. REED ANTHONY, *Treasurer.*

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$226,588 81	
Electric line construction, including poles, wiring, feeder lines, etc.,	36,924 35	
Engineering and other expenses incident to construction,	10,952 75	
TOTAL COST OF RAILWAY OWNED,		\$274,465 91
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$23,550 00	
Electric equipment of same,	27,739 30	
Horses,	150 00	
TOTAL COST OF EQUIPMENT OWNED,		51,439 30
Cost of land and buildings :		
Land necessary for operation of railway,	\$17,398 97	
Electric power stations, including equipment,	58,235 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		75,518 97
Other permanent property :		
Office furniture,	\$250 00	
Tools,	250 00	
State road and new construction,	48,339 57	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		48,839 57
TOTAL PERMANENT INVESTMENTS,		\$450,263 75

Cash and current assets:		
Cash,	\$1,233 54	
Bills and accounts receivable,	321 94	
Other cash and current assets: accrued insurance,	2,004 10	
TOTAL CASH AND CURRENT ASSETS,		\$3,559 58
Miscellaneous assets: materials and supplies,		3,095 95
TOTAL,		\$456,919 28
LIABILITIES.		
	CR.	
Capital stock,		\$200,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	\$30,000 00	
Audited vouchers and accounts,	2,961 60	
TOTAL CURRENT LIABILITIES,		32,961 60
Profit and Loss balance (surplus),		23,957 68
TOTAL,		\$456,919 28
CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		\$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	82	
Number of stockholders in Massachusetts,	71	
Amount of stock held in Massachusetts,	\$182,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	1917,	\$200,000 00	\$10,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,229,738
Number carried per mile of main railway track operated,	70,887
Number of round trips run,	9,875
Number of car miles run,	342,877
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power, . . .	12	
Open passenger cars equipped for electric power, . . .	8	
Total,		20
Open passenger car bodies,		6
TOTAL PASSENGER CARS OF ALL KINDS,		26
Construction, repair and other work cars,		1
Number of cars equipped with fenders,		19
Number of cars equipped with heaters (electric),		11
Snow ploughs (electric),		8
Carts and snow sleds,		2
Other highway vehicles: tower wagon,		1
Electric motors,		40
Harnesses (single),		2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	16.870	.490	17.360
Length of sidings, switches, etc., . . . . .	.650	-	.650
TOTAL, COMPUTED AS SINGLE TRACK,	17.520	.490	18.010

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Northborough, Westborough and Marlborough.

GRADE CROSSINGS WITH RAILROADS.

CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Shrewsbury Street, Worcester, . .	3	1
With New York, New Haven & Hartford Railroad, Old Colony Division, Northborough,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	4	-	4
Employees,	-	1	-	-	-	1
Other persons,	-	1	-	4	-	5
TOTALS,	-	2	-	8	-	10

STATEMENT OF EACH ACCIDENT.

Nov. 5, 1897. — Man jumped from car while in motion.

November 16. — Team, driving on track, collided with car; driver thrown out and head cut.

Feb. 19, 1898. — Man jumped from car.

February 23. — Boy pushed in front of car; slightly injured.

June 15. — Man stepped off car backward; slightly injured.

July 2. — Man jumped from car with child in his arms; child bruised over the eyes.

July 30. — Employee slightly injured.

August 12. — Collision of team and car; two men thrown out and slightly injured.

September 26. — Man fell getting on moving car; shoulder hurt.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY,
NORTHBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

G. Henry Whitcomb, *President*, Worcester, Mass. Otis E. Putnam, *Vice-President*, Worcester, Mass. S. Reed Anthony, *Treasurer*, Boston, Mass. E. P. Shaw, Jr., *Clerk of Corporation and General Manager*, Boston, Mass. B. L. Dickerson, *Superintendent*, Northborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. Henry Whitcomb, Worcester, Mass. S. Reed Anthony, Boston, Mass. Geo. L. Smith, Westborough, Mass. Otis E. Putnam, Worcester, Mass. Wm. A. Tucker, Boston, Mass. John C. MacInnes, Worcester, Mass. A. D. McClellan, Boston, Mass. P. L. Saltonstall, Milton, Mass. Chas. O. Green, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

G. HENRY WHITCOMB,
S. REED ANTHONY,
WM. A. TUCKER,
PHILIP L. SALTONSTALL,
ARTHUR D. MCCLELLAN,

Directors.

S. REED ANTHONY,

Treasurer.

E. P. SHAW, JR.,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1898. Then personally appeared the above-named G. Henry Whitcomb, S. Reed Anthony, Wm. A. Tucker, Philip L. Saltonstall, E. P. Shaw, Jr., and Arthur D. McClellan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DAN'L K. SNOW,

Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$3,750 00
Income from other sources: interest,	82 23
GROSS INCOME,	\$3,782 23
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,800 00
Interest on funded debt,	1,100 00
Other expenses and charges upon income:	
Contingencies and miscellaneous,	185 95
Legal expenses,	1,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	4,085 95
Deficit for the year ending September 30, 1898,	\$253 73
Amount of surplus September 30, 1897,	85,465 87
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$85,212 15
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.	
ASSETS.	DR.
Cost of railway: roadbed and tracks,	\$70,808 58
Cost of equipment: cars and other rolling stock,	52,710 86
TOTAL PERMANENT INVESTMENTS,	\$123,514 44
Cash and current assets:	
Cash,	\$1,797 07
Bills and accounts receivable,	18,725 64
TOTAL CASH AND CURRENT ASSETS,	20,522 71
TOTAL,	\$144,037 15
LIABILITIES.	CR.
Capital stock,	\$36,825 00
Funded debt,	22,000 00
Profit and Loss balance (surplus),	85,212 15
TOTAL,	\$144,037 15

CAPITAL STOCK.			
Capital stock authorized by law,	\$40,000 00		
Capital stock authorized by votes of company,	36,825 00		
Capital stock issued and outstanding,		\$36,700 00	
Amount paid in on shares not yet issued,		125 00	
TOTAL CAPITAL STOCK LIABILITY,		\$36,825 00	
Number of shares issued and outstanding,	367		
Number of stockholders,	6		
Number of stockholders in Massachusetts,	6		
Amount of stock held in Massachusetts,	\$36,700 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1905,	\$22,000 00	\$1,100 00

RAILWAY OWNED.

Length of railway line,	2.700 miles.
Length of sidings, switches, etc., . . . . .	.500 "
Total, computed as single track,	3.200 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,720 mile.
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Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Irving E. Bigelow, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. Josiah H. Clarke, Worcester, Mass.
George A. Stevens, Worcester, Mass. Francis H. Bigelow, Worcester, Mass.
Irving E. Bigelow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
GEO. A. STEVENS,
IRVING E. BIGELOW,
FRANCIS H. BIGELOW,
Directors.
IRVING E. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Nov. 14, 1898. Then personally appeared the above-named Horace H. Bigelow, George A. Stevens, Irving E. Bigelow and Francis H. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HOLLIS W. COBB,
Justice of the Peace.

REPORT
OF THE
WORCESTER & SHREWSBURY STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		\$1,000 00
Dividends declared (5 per cent),		\$1,000 00
Amount of surplus September 30, 1897,		\$22 05
TOTAL SURPLUS SEPTEMBER 30, 1898,		\$22 05
GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$9,263 00	
Electric line construction, including poles, wiring, feeder lines, etc.,	2,137 00	
Interest accrued during construction of rail- way,	800 00	
TOTAL COST OF RAILWAY OWNED,		\$11,700 00
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$2,900 00	
Electric equipment of same,	3,500 00	
Other items of equipment,	2,000 00	
TOTAL COST OF EQUIPMENT OWNED,		8,300 00
TOTAL PERMANENT INVESTMENTS,		\$20,000 00
Cash and current assets: cash,		22 05
TOTAL,		\$20,022 05
LIABILITIES.		Cr.
Capital stock,		\$20,000 00
Profit and Loss balance (surplus),		22 05
TOTAL,		\$20,022 05

CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		\$30,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$30,000 00	

RAILWAY OWNED.	
Length of railway line, . . . . .	.425 mlie.
Length of sidings, switches, etc., . . . . .	.034 "
Total, computed as single track, . . . . .	.459 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.
 WORCESTER & SHREWSBURY STREET RAILWAY COMPANY,
 WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
 Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
 Horace H. Bigelow, Worcester, Mass. James M. Drennan, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
 IRVING E. BIGELOW,
 FRANCIS H. BIGELOW,
 JULIAN F. BIGELOW,
Directors.
 HORACE H. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.
 WORCESTER, ss. WORCESTER, Nov. 14, 1898. Then personally appeared the above-named Horace H. Bigelow, Irving E. Bigelow, Francis H. Bigelow and Julian F. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HOLLIS W. COBB,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$154,867 19
Operating expenses,	104,542 77
GROSS INCOME ABOVE OPERATING EXPENSES,	\$49,324 42
Charges upon income accrued during the year:	
Interest on funded debt,	\$9,325 00
Interest and discount on unfunded debts and loans,	5,773 56
Taxes,	10,147 52
Other deductions from income:	
Adjustment of insurance,	\$1,215 66
State highway, \$3,469.82;	
bond account, \$340.80,	8,809 62
	5,025 28
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	30,271 86
NET DIVISIBLE INCOME,	\$19,553 06
Dividends declared (4 per cent),	21,700 00
Deficit for the year ending September 30, 1898,	\$2,146 94
Amount of surplus September 30, 1897,	12,099 46
TOTAL SURPLUS SEPTEMBER 30, 1898,	\$9,952 52
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$152,402 84
Receipts from carriage of mails,	200 89
Receipts from tolls for use of tracks by other companies, . .	189 58
Receipts from rentals of buildings and other property, . .	840 59
Receipts from advertising in cars,	738 29
GROSS EARNINGS FROM OPERATION,	\$154,867 19
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$6,851 50
General office expenses and supplies,	2,221 78
Legal expenses,	505 00
Insurance,	9,308 99

Maintenance of roadway and buildings:		
Repair of roadbed and track,		\$8,328 18
Repair of electric line construction,		1,372 51
Removal of snow and ice,		4,581 42
Repair of buildings,		360 40
Maintenance of equipment:		
Repair of cars and other vehicles,		7,859 51
Repair of electric equipment of cars,		5,792 54
Renewal of horses, harnesses, shoeing, etc. (maintenance),		908 90
Transportation expenses:		
Cost of electric motive power, \$21,735.09; less power sold,		
\$5,876.17; net,		16,858 92
Wages and compensation of persons employed in conducting transportation,		38,823 38
Damages for injuries to persons and property,		279 15
Tolls for trackage over other railways,		150 23
Rentals of buildings and other property,		495 76
Other transportation expenses: heating and lighting cars and buildings,		944 60
TOTAL OPERATING EXPENSES,		\$104,542 77
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PROPERTY ACCOUNTS.		
Additions to railway:		
Bridge construction,	\$1,098 70	
New electric line construction (feeders),	8,730 23	
TOTAL ADDITIONS TO RAILWAY,		\$9,828 93
Additions to equipment: additional rolling stock and vehicles,		
Additions to land and buildings:		697 38
Additional equipment of power stations,	\$5,004 38	
New buildings necessary for operation of railway,	655 51	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		5,659 89
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$16,186 25
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GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$815,661 88	
Electric line construction, including poles, wiring, feeder lines, etc.,	75,932 47	
Engineering and other expenses incident to construction,	17,327 23	
TOTAL COST OF RAILWAY OWNED,		\$408,821 58
Cost of equipment:		
Cars and other rolling stock and electric equipment of same,	\$186,423 16	
Other items of equipment,	5,474 76	
TOTAL COST OF EQUIPMENT OWNED,		191,897 92

Cost of land and buildings:		
Land necessary for operation of railway,	\$12,675 47	
Electric power stations, including equipment,	157,880 27	
Other buildings necessary for operation of railway,	80,242 88	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$200,798 62
Other permanent property: dwelling houses,		17,243 37
TOTAL PERMANENT INVESTMENTS,		\$818,761 49
Cash and current assets:		
Cash,	\$1,086 44	
Bills and accounts receivable,	16,280 60	
TOTAL CASH AND CURRENT ASSETS,		17,817 04
Miscellaneous assets:		
Materials and supplies,	\$16,254 85	
Other assets and property:		
State highway,	19,659 49	
Bond account,	3,062 79	
TOTAL MISCELLANEOUS ASSETS,		38,977 13
TOTAL,		\$875,055 66
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LIABILITIES.		CR.
Capital stock,		\$542,500 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	\$101,098 49	
Audited vouchers and accounts,	17,286 28	
TOTAL CURRENT LIABILITIES,		118,884 77
Accrued liabilities: interest accrued and not yet due,		4,218 37
Profit and Loss balance (surplus),		9,952 52
TOTAL,		\$875,055 66
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CAPITAL STOCK.		
Capital stock authorized by law,	\$542,500 00	
Capital stock authorized by votes of company,	542,500 00	
Capital stock issued and outstanding,		\$542,500 00
Number of shares issued and outstanding,	5,425	
Number of stockholders,	201	
Number of stockholders in Massachusetts,	190	
Amount of stock held in Massachusetts,	\$526,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	May 1, 1915,	\$200,000 00	\$9,325 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	8,275,611
Number carried per mile of main railway track operated, .	149,483
Number of round trips run,	59,375
Number of car miles run,	714,539
Average number of persons employed,	95

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	24
Open passenger cars equipped for electric power,	24
TOTAL PASSENGER CARS OF ALL KINDS,	48
Number of cars equipped with fenders,	48
Number of cars equipped with heaters (electric),	24
Snow ploughs (electric),	6
Carts and snow sleds,	3
Other highway vehicles:	
Horse snow levellers,	5
Tower wagons,	2
Electric motors,	68
Horses,	4
Harnesses (double, 1; single, 3),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	20.867 miles.
Length of second main track,	1.048 "
Total length of main track,	21.918 "
Length of sidings, switches, etc.,	1.429 "
Total, computed as single track,	23.347 "

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Millbury, Leicester and Spencer.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	10	-	5	-	15
Employees,	-	-	-	-	-	-
Other persons,	-	-	2	1	2	1
TOTALS,	-	10	2	6	2	16

STATEMENT OF EACH ACCIDENT.

Man fell from running-board.
 Boy ran in front of car; fell under wheels and was killed.
 Man stepped from moving car; slightly injured.
 Man slightly cut by breaking of window.
 Lady stepped from moving car and fractured her wrist.
 Boy ran in front of car; injured by the fender.
 Two cars came together; ten persons injured.
 Intoxicated man walked in front of car; run over and killed.
 Man jumped from car, injuring his head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SUBURBAN STREET RAILWAY COMPANY,
 48 PARK STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edwin L. Watson, *President and General Manager*, Worcester, Mass. Thos.
 T. Robinson, *Treasurer and Clerk of Corporation*, Boston, Mass. Burton W.
 Potter, *General Counsel*, Worcester, Mass. John B. Gorman, *Superintendent*,
 Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin L. Watson, Worcester, Mass. Sam'l E. Winslow, Worcester, Mass.
 George A. Smith, Worcester, Mass. William F. Whittemore, Leicester, Mass.
 Isaac L. Prouty, Spencer, Mass. Harry M. Goddard, Millbury, Mass. Thos.
 T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are
 full, just and true.

EDWIN L. WATSON,
 THOS. T. ROBINSON,
 W. F. WHITTEMORE,
 I. L. PROUTY,
 SAMUEL E. WINSLOW,
Directors.
 THOS. T. ROBINSON,
Treasurer.
 JOHN B. GORMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 31, 1898. Then personally appeared the above-named
 Edwin L. Watson, Thos. T. Robinson, W. F. Whittemore, I. L. Prouty,
 Samuel E. Winslow and John B. Gorman, and severally made oath that the
 foregoing certificate by them subscribed is, to the best of their knowledge
 and belief, true.

Before me,

G. A. SMITH,
Notary Public.

REPORT

OF THE

WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1898.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$22,976 50
Operating expenses,	21,044 68
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,931 82
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,750 00
Interest and discount on unfunded debts and loans,	896 76
Taxes,	676 85
Other deductions from income: park expenses,	1,239 08
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,062 69
NET DEFICIT,	\$2,130 87
Dividends declared (2½ per cent),	1,875 00
Deficit for the year ending September 30, 1898,	\$4,005 87
Amount of surplus September 30, 1897,	2,469 27
	\$1,536 60
Credits to profit and loss account during the year: error between bank and cash balance,	\$53 29
Debits to profit and loss account during the year:	
Difference in check,	\$0 08
Electric power station,	3,396 06
Account worthless,	40 00
TOTAL DEBITS,	3,436 09
NET AMOUNT DEBITED TO PROFIT AND LOSS,	3,382 80
TOTAL DEFICIT SEPTEMBER 30, 1898,	\$4,919 40
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$22,933 50
Receipts from advertising in cars,	43 00
GROSS EARNINGS FROM OPERATION,	\$22,976 50

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$332 42
General office expenses and supplies,		406 92
Legal expenses,		487 00
Insurance,		346 95
Other general expenses,		800 88
Maintenance of roadway and buildings:		
Repair of roadbed and track,		521 67
Repair of electric line construction,		41 86
Removal of snow and ice,		617 97
Repair of buildings,		155 24
Maintenance of equipment:		
Repair of cars and other vehicles,		781 95
Repair of electric equipment of cars,		467 42
Transportation expenses:		
Cost of electric motive power,		3,589 98
Wages and compensation of persons employed in conducting transportation,		12,289 06
Damages for injuries to persons and property,		561 52
Rentals of buildings and other property,		109 50
Other transportation expenses,		84 84
TOTAL OPERATING EXPENSES,		\$21,044 68
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension and completion of tracks (length, 802.5 feet),	\$15,609 18	
New electric line construction (length, 802.5 feet),	2,672 15	
Other additions to railway: engineering, agencies and other expense,	376 21	
TOTAL ADDITIONS TO RAILWAY,		\$18,657 54
Additions to equipment:		
Additional cars (2 in number),	\$2,519 40	
Electric equipment of same,	1,573 44	
Other additions to equipment: tools,	74 28	
TOTAL ADDITIONS TO EQUIPMENT,		4,167 07
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$12 35	
New electric power stations, including machinery, etc.,	1,270 85	
Other new buildings necessary for operation of railway,	17 48	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		1,300 68
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$24,125 24
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Electric power station and equipment reduced,	\$3,896 06	
Real estate,	4,060 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		7,456 06
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$16,669 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1898.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$49,379 84	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,287 66	
Engineering and other expenses incident to construction,	3,708 78	
TOTAL COST OF RAILWAY OWNED,		\$71,371 28
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$11,779 06	
Electric equipment of same,	7,535 94	
Other items of equipment, tools,	74 23	
TOTAL COST OF EQUIPMENT OWNED,		19,389 23
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,149 61	
Electric power stations, including equipment,	14,673 38	
Other buildings necessary for operation of railway,	7,795 73	
TOTAL COST OF LAND AND BUILDINGS OWNED,		24,617 72
TOTAL PERMANENT INVESTMENTS,		\$115,278 18
Cash and current assets:		
Cash,	\$524 14	
Bills and accounts receivable,	341 28	
TOTAL CASH AND CURRENT ASSETS,		865 42
Profit and Loss balance (deficit),		4,919 40
TOTAL,		\$121,063 00
LIABILITIES.		CR.
Capital stock,		\$75,000 00
Funded debt,		35,000 00
Current liabilities:		
Loans and notes payable,	\$11,000 00	
Audited vouchers and accounts,	63 00	
TOTAL CURRENT LIABILITIES,		11,063 00
TOTAL,		\$121,063 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock issued and outstanding,		\$75,000 00
Number of shares issued and outstanding,	750	
Number of stockholders,	33	
Number of stockholders in Massachusetts,	31	
Amount of stock held in Massachusetts,	\$72,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 5	Jan. 1, 1918,	\$35,000 00	\$1,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	485,636
Number carried per mile of main railway track operated,	68,554
Number of round trips run,	42,402
Number of car miles run,	257,497
Average number of persons employed,	27

DESCRIPTION OF EQUIPMENT.

Box passenger cars equipped for electric power,	6
Open passenger cars equipped for electric power,	6
TOTAL PASSENGER CARS OF ALL KINDS,	12
Construction, repair and other work cars,	3
Number of cars equipped with fenders,	12
Number of cars equipped with heaters (electric),	6
Snow ploughs (electric),	1
Other highway vehicles: wagon,	1
Electric motors,	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.742 miles.
Length of second main track, . . . . .	.842 "
Total length of main track,	7.084 "
Length of sidings, switches, etc., . . . . .	.225 "
Total, computed as single track,	7.309 "

System of electric motive power in use by the company: Westinghouse.
Names of the several cities and towns in which the railways operated by the company are located: Westfield.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

June 11, 1898. — Lady stepped from a car before it had stopped; fell and bruised her shoulder.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY,
WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Lakin (deceased), *President and General Manager*, Westfield, Mass. · James H. Bryan, *Vice-President and Clerk of Corporation*, Westfield, Mass. Charles J. Little, *Treasurer*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. Robert P. Lee, *Superintendent*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James H. Bryan, Westfield, Mass. Thomas J. Cooley, Westfield, Mass. James A. Crane, Westfield, Mass. Robert B. Crane, Westfield, Mass. Darwin L. Gillett, Westfield, Mass. Ralph D. Gillett, Westfield, Mass. James A. Lakin (deceased), Westfield, Mass. Robert W. Parks, Westfield, Mass. L. S. Stowe, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES H. BRYAN,
L. S. STOWE,
T. J. COOLEY,
R. W. PARKS,
RALPH D. GILLETT,
D. L. GILLETT,
ROBT. B. CRANE,
JAS. A. CRANE,
Directors.
CHARLES J. LITTLE,
Treasurer.
ROBT. P. LEE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. NOV. 2, 1898. Then personally appeared the above-named James H. Bryan, L. S. Stowe, T. J. Cooley, R. W. Parks, Ralph D. Gillett, D. L. Gillett, Robert B. Crane, James A. Crane, Charles J. Little and Robert P. Lee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. ELY,
Justice of the Peace.

OPERATING CONTRACTS.

OPERATING CONTRACTS.

CONTRACT FOR THE OPERATION OF THE CHESTER & BECKET RAILROAD BY THE BOSTON & ALBANY RAILROAD COMPANY.

THIS MEMORANDUM OF AGREEMENT, made this first day of January, 1898, by and between the Chester & Becket Railroad Company, a corporation created under the laws of the Commonwealth of Massachusetts, party of the first part, and the Boston & Albany Railroad Company, a corporation established by the laws of said Commonwealth, party of the second part,

WITNESSETH: That, whereas the railroads of said corporations connect with each other in the town of Chester in said Commonwealth, the said corporations hereby contract with each other that the said Boston & Albany Railroad Company shall perform all the transportation upon and over the road of said party of the first part for and during the full term of ten years, beginning with the date hereof, upon the following terms and conditions:—

Said party of the first part shall from time to time during the said term make such additions to the yards, tracks, and other appurtenances of its railroad as the increase of business thereon shall make reasonably necessary; and shall during said term do all things and execute all instruments required by law, or reasonably requested by the party of the second part, to preserve the corporate existence and proper organization of the party of the first part, and to confirm and secure to the party of the second part all the rights hereby granted, given or promised; and shall pay all taxes, whether national, state, county, town or other taxes, which may be legally assessed upon or to the party of the first part or upon, to or against its property, road, franchise, business, receipts, income or capital stock, whether assessed to it, the party of the first part, or to the party of the second part.

The party of the second part shall and will during said term use and operate said railroad by its own servants and rolling stock with such trains as shall reasonably accommodate the public and perform the business upon its route; and will keep said road in as good and safe condition, reasonable wear and tear, fire and other unavoidable casualties excepted, as the same is now in; and will pay all damages for which the party of the first part shall become liable for injury to life, person or property by reason of any act, omission or neglect of the party of the second part, its servants or agents, or any person or corporation acting under the party of the second part.

The party of the second part shall and will keep full and true accounts of the gross receipts from the use and operation of said Chester & Becket Railroad, and report the same to the party of the first part semi-annually on the first days of August and February, for the half year ending June 30th and December 31st in each year of said term. The rates for freight to be charged by the party of the second part during the term of this contract shall be twenty-five cents a ton on all carload lots, and such higher rate for shipments of less than carload lots as shall be reasonable. If twenty-five per cent of the gross receipts resulting from these rates is insufficient to pay the interest upon the bonds of the party of the first part now outstanding, together with taxes and other necessary expenses and charges of the party of the first part, then the party of the second part may increase the rates to be charged by such additional sum as may be necessary and

reasonable. Of said gross receipts the party of the second part shall pay semi-annually, on the first days of August and February, twenty-five per cent to the party of the first part, for the right to perform all the transportation upon and over the road of the party of the first part.

IN WITNESS WHEREOF, the said Chester & Becket Railroad Company has hereto and to another instrument of like import set its corporate seal and caused these presents to be signed by its President, James A. Rumrill, thereto duly authorized; and the said Boston & Albany Railroad Company has hereto and to another instrument of like import set its corporate seal and caused these presents to be signed by its Vice-President, Edward D. Hayden, thereto duly authorized, on the day and year first above written.

CHESTER & BECKET RAILROAD COMPANY,

[CORPORATE SEAL.]

By J. A. RUMRILL, *President*.

BOSTON & ALBANY RAILROAD COMPANY,

[CORPORATE SEAL.]

By EDWARD D. HAYDEN, *Vice-President*.

CONTRACT FOR THE OPERATION OF THE NEWTONVILLE & WATERTOWN STREET RAILWAY BY THE NEWTON & BOSTON STREET RAILWAY COMPANY.*

MEMORANDUM OF AGREEMENT by and between the Newtonville & Watertown Street Railway Company, party of the first part, and the Newton & Boston Street Railway Company, party of the second part, both parties being street railway corporations created and existing under the laws of the Commonwealth of Massachusetts.

WHEREAS, an order has been passed by the board of aldermen of the city of Newton requiring the parties to this agreement to operate through cars between points on the line of the Newton & Boston Street Railway Company to the terminus of the line of the Newtonville & Watertown Street Railway Company; and

WHEREAS, it is necessary and expedient that some operating contract should be entered into between the parties to this agreement providing for the operation of through cars in compliance with the said order of the aldermen of Newton;

Now, THEREFORE, it is agreed as follows:—

1. The party of the first part agrees that the party of the second part may operate its cars over the entire length of its tracks and also over such extensions as it may hereafter construct during the continuance of this contract.

2. It is mutually agreed between the parties that this agreement for the use of the tracks of the party of the first part shall continue for a term of five years, unless sooner terminated by the mutual agreement of the parties hereto.

3. The party of the second part shall pay to the party of the first part four cents per car mile, for each car mile it causes its cars to be run over the tracks of the party of the first part, for the use of tracks and overhead system of the party of the first part.

4. It shall be the duty of the party of the first part to keep its tracks and overhead system in suitable repair, but repairs to tracks and overhead system shall be made by the party of the second part or under its direction and supervision, and the expense thereof shall be charged to the party of the first part.

5. The party of the second part shall indemnify and save harmless the party of the first part from and against any and all claims for damages, costs, losses and expenses in any way growing out of the operation by the party of the second part of its cars over the tracks of the party of the first part, during the continuance of this contract.

6. The party of the second part shall keep an accurate account of the number of miles operated by its cars over the tracks of the party of the first part, and a statement thereof shall be rendered to the party of the first part each week and a monthly settlement shall be made therefor.

* Approved by the Board, December 8, 1897. See 20th Annual Report, January, 1898, page 290.

IN WITNESS WHEREOF, the Newtonville & Watertown Street Railway Company has caused these presents to be signed and its corporate seal to be affixed hereto by James L. Richards, its Treasurer, thereto duly authorized, and the Newton & Boston Street Railway Company has caused these presents to be signed and its corporate seal to be affixed hereto by Horace B. Parker, its President, thereto duly authorized, this nineteenth day of November, A.D. 1897.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,
[CORPORATE SEAL.] By JAS. L. RICHARDS, *Treasurer*.

NEWTON & BOSTON STREET RAILWAY COMPANY,
[CORPORATE SEAL.] By HORACE B. PARKER, *President*.

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